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BRITISH COLUMBIA MAGAZINE

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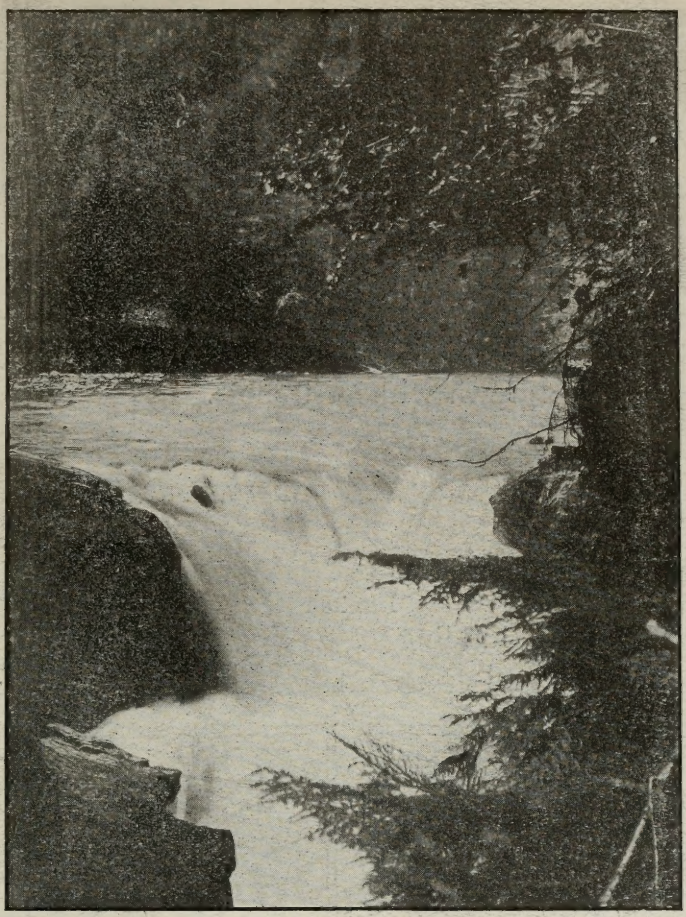

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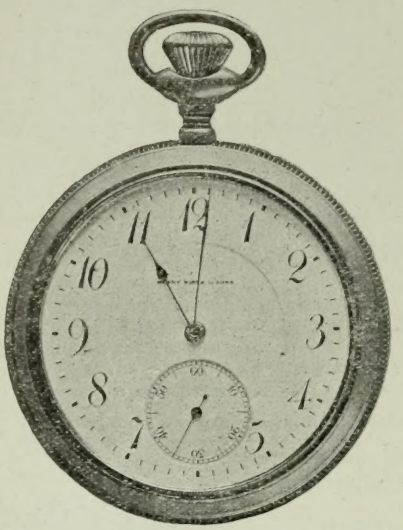

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THE BRITISH COLUMBIA MAGAZINE

FRANK BUFFINGTON VROOMAN
EDITOR

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¶ The Editor will always be pleased to consider articles and photographs dealing with British Columbia. Stamps must be enclosed for the return of MSS. and photos in case of their not being accepted. Poetry will not be paid for. Business communications must be addressed to the Manager

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BRITISH COLUMBIA MAGAZINE

Vol. VIII JUNE, 1912 No. 6

The New Pacific

By Alexander de Lesseps Fraser, M.A.

We have been rather inclined to look upon the Pacific as a sort of fixed star. We must realize that the Pacific is no longer a fixed star, but a comet rushing toward us with terrific velocity.—Lieutenant-Colonel W. G. Simpson.

There is one point to which I would especially invite your attention, namely, that it is to the Pacific that the centre of international gravity has now shifted, and that it is mainly in that direction that the dominating factors will be found when any serious future complications arise.—Field Marshal Earl Roberts, K.G.

ON another page will be found a map of the Pacific. In outline it is no different from the map of the Pacific that you saw when you were at school. But it is the New Pacific all the same. It is not the Pacific that Cortes and Pizarro looked wildly upon, flushed with conquest and in eager pursuit of treasure.

On one side is a sparsely populated coast-line, back of which are inexhaustible natural resources of timber, minerals and agricultural lands. On the other are two countries populated with teeming millions who for generations surrounded themselves with almost impenetrable barriers. These barriers are now being pierced in a few places—but more for the purpose of letting the Chinese and Japanese out than to permit the "foreign devil" to come in.

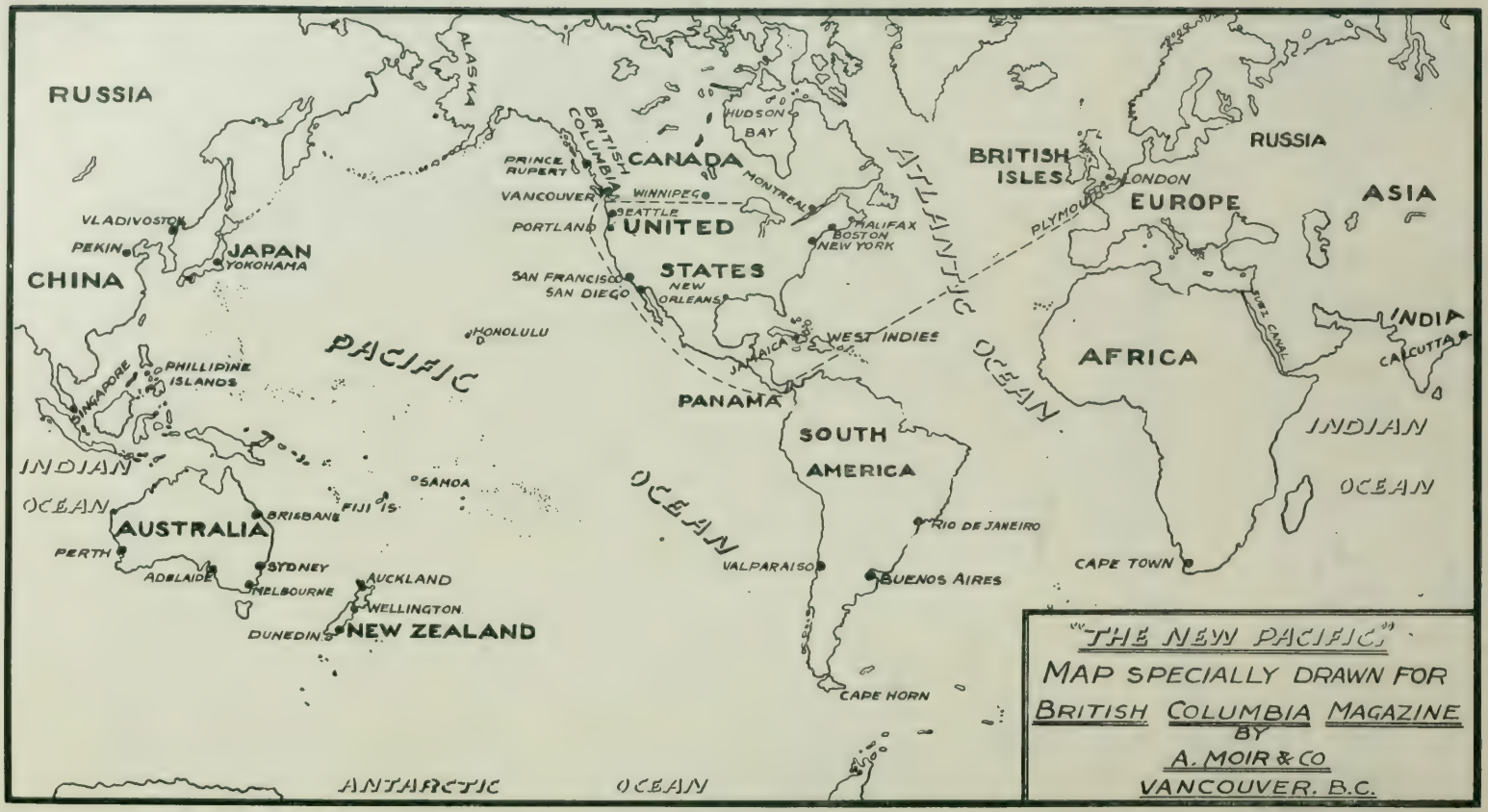
It is not difficult to imagine the character which the countries bordering on the east and south of the Pacific would have had by this time, if in the past the yellow races had exhibited the wander-lust which has possessed and inspired the people of north-western Europe since the days of the Vikings.

The American continents, the Commonwealth of Australia and the Dominion of New Zealand would today have been completely colonized and dominated by China and Japan.

As matters stand in this year of our Lord, it will not be disputed that the Anglo-Saxon dominates the Pacific, and for the good of the whole earth must continue to do so.

We are at present on the eve of an event which may ensure that Anglo-Saxon control of the Pacific. MAY—I say advisedly, because there are conditions already existing along the north-west Pacific that have to be quickly reckoned with—or the Anglo-Saxon—MAY NOT maintain his supremacy.

The event of which I speak is of course the completion of the Panama Canal. The manner in which China and Japan have recently come on our political map is familiar history. The influences which have led to that result have come from



THIS map has been specially drawn to enable our readers to study for themselves the problem of the future of the New Pacific. The Atlantic is rich in the history of the past. We have been steeped in it and it only needs a glance at the boundaries of that ocean to bring to our minds the momentous happenings around its waters that have shaped the destinies of the world. The New Pacific is now the strategic centre of the future and it is our duty to become familiar with present conditions and future possibilities, because they will affect our whole Empire for good or ill. The navy question is not the least important factor in deciding what our future in the New Pacific is going to be. The ocean trails of the whole shipping from Boston and New York to British Columbian ports will be shortened by 8,415 miles and the distance from Victoria to Liverpool will be shortened by 6,046 miles.

PART OF HASTINGS STREET, WHICH IS IN THE BUSINESS SECTION OF VANCOUVER. IT WILL BE DIFFICULT FOR THE READER TO REALISE THAT TWENTY-FIVE YEARS AGO THERE WAS NOT A HOUSE ON THE SITE OF THIS CITY. ON THE RIGHT IS THE FOURTEEN-STOREY DOMINION TRUST BUILDING.

without. We thought we had discovered China and Japan, but they have discovered US. We have brought them to our countries in our ships and taught them in our universities and schools, and versed them in our manners and customs and even in our religious beliefs.

When, in 1898, the United States destroyed the navy of Spain and secured the command of the Caribbean Sea and the Asiatic coast, Mr. Herbert Bancroft spoke of the "New Pacific." When later, in 1904, Admiral Togo annihilated the Russian fleet at Tsushima the Pacific of 1898 became out-of-date and the "New Pacific" took on yet another meaning.

In 1915, when the Panama Canal is opened, the "New Pacific" as a world-factor will reach its zenith. With Western Europe and the East of America brought as near to the Pacific as they ever will be—the great ocean will indeed be the New Pacific.

Of course we are sitting up at nights, and rightly, too, figuring on the trade and commerce which will sluice through that "waist of the world" from east to west and west to east. We are measuring the distances that will be saved between Vancouver, San Francisco, New York and London. We on the western side are closely pressed by the ports on the east in extending our docks and wharves and preparing our harbors. In this province we are expecting our population of 400,000 to expand into a million and more before the next decade.

But do not let us fail to see the wood because of the trees. I have already spoken of the map of the world which I am using to show you the New Pacific. When this was given to my map-maker to prepare for this article he made a remark which should give our readers food for thought. He said, "We don't often get a map to draw which shows as much as that.

A MAP SPECIALLY PREPARED FOR OUR READERS TO ILLUSTRATE THE EXACT LOCATION OF THE PANAMA CANAL. IT IS POPULARLY SUPPOSED THAT THE CANAL RUNS DUE EAST AND WEST. THE MAP SHOWS THAT IT IS NEARER NORTH AND SOUTH IN ITS DIRECTION.

We are kept busy on maps of Coquitlam or South Vancouver."

Quite so.

I was reminded of the advice of the late Marquis of Salisbury to an enthusiastic soldier who could draw up a plan of campaign on the back of an envelope. "Use *large* maps."

In these pages will be found articles and pictures dealing with the Panama Canal and the effect it will inevitably have on the trade and development of the Pacific countries, particularly of our own rich British Columbia. It will never be the policy of this magazine to be a scare-monger. But at the same time let us sit back, now and then, from the beautiful picture we are painting and examine its details with quiet, thoughtful eyes.

Don't let all our enthusiasm and energy go in the hurrah for the Panama Canal. We may need some enthusiasm, energy, wealth and blood to keep the New Pacific for the white races. The altar-cloth of one æon *may* be the door-mat of the next, but let us remember there is always an altar-cloth before us. Get away from the clang of pile-drivers, steam-shovels and dredges, the roar of steam-engines, the racket of hammer and saw, for a moment now and then, and think over these words of Dr. T. Miller Maguire:

"Homer Lea is strongly of opinion that

THE "WORLD" BUILDING, VANCOUVER, WHICH WILL SOON BE COMPLETED. THE TOWER DOMINATES THE SKY-LINE OF THE CITY. IT IS SAID TO BE ONE OF THE TALLEST BUILDINGS IN THE EMPIRE

THE CITY OF PANAMA, NEAR THE PACIFIC ENTRANCE TO THE CANAL. THE NEW ADMINISTRATION BUILDINGS ARE BEING ERECTED AND MAY BE SEEN TO THE LEFT

TRACK-LAYING MACHINE—ONE OF MANY ON THE PANAMA CANAL SYSTEM

unless the United States set their military house in order they will be obliged to play second fiddle to Japan from San Francisco and Panama to the Philippines, and that within a decade, and the Panama Canal will become a portal of the Atlantic, instead of, as was the desire of Charles V. and of every other great adventurer from the discovery of the Pacific by Balboa to the vast failure of M. DeLesseps, a gate for Europeans to press on to the riches of Asia. The full history of the Panama Canal would require a long lecture of itself, as would the rise and fall of states, the decline and fall of empires older than the Greek and Roman empires put together, by its shores; clearly even now all the populations that dwell by the Mediterranean are as nothing in wealth, present and future, to the New Pacific from Mt. Elias to Patagonia; its shores are absolutely lined, fringed with mountains of gold and of every other precious mineral, and from the Amur to the Indian Archipelago they are packed with people. These folk are no longer to be tossed about for the caprice, the selfish gain, or the religious fanaticism of western adventurers. They will have a future of their own. They have met and repulsed the multitudinous hordes of western power and disciplined science. They have sown greatness for their own posterity. But other children of Europe command both the northern continent of America and the vast isles of the Southern Pacific regions. Their future is linked with ours. Look to them, reflect on the lessons of history, weigh them carefully. See what fortune, fate, accident, Providence, and heroic effort have entrusted to your care. Be true to yourselves and in the future of the Pacific will be writ large the names of you and your children."

"1915"

Panama-California Exposition at San Diego

THROUGH the courtesy of Mr. Winfield Hogaboom, director of the Publicity Department of the Exposition, we are able to give our readers many interesting and instructive facts about the manner in which the city of San Diego is reaching out to capture its share of the new trade that will come to the Pacific when the Panama Canal is opened for commerce. San Diego is in the extreme south of California, about three thousand miles from Panama, and it is the first port of call in the United States for vessels coming north from the Canal.

It has a magnificent harbor in which there are not less than twenty-two square miles of excellent anchorage. Behind it is a vast area of partially-developed country that is rich in natural resources. Even if the canal had never been projected San Diego would naturally become the outlet for what is practically a new country that is just beginning to find itself. With new methods of irrigation under the care of the State and Federal Governments wide arid and semi-arid areas are being brought into cultivation on a grand scale.

When the proposal to have an exposition to commemorate the greatest physical achievement of man since the world began was mooted financial support was immediately forthcoming. British Columbia, and indeed the whole of Canada, can learn a wholesome lesson from the fact that San Diego was able to raise by popular subscription and a bond issue the sum of $2,000,000 in a few months. As the work of preparing the exposition has progressed this amount has been increased from time to time and we are informed that by the time the exposition opens its gates almost $10,000,000 will have been expended upon it.

We want our readers to understand that San Diego is building her exposition *now*, not next year or the year after. In fact the contracts call for the completion of all the buildings a year ahead of time.

How far will we have progressed in our preparations by the beginning of 1914?

The administration building, which is standing completed at the time of writing, cost $30,000. The State of California is going to erect a building at a cost of half a million dollars. Other States have already announced their intention to contribute exhibits and will spend another million dollars on their preparations. We give these figures to show the extent to which Californians and Americans are willing to go to secure as much trade as they can when the canal opens. The bulk of the new trade will undoubtedly go to those ports that "get after it" most effectively.

The organizers of this great exposition are not in any way contemplating a scheme that will be in competition with the World's Fair at San Francisco. That will be the well-known "universal" type, like those of Chicago, St. Louis and Paris. At San Diego the exposition will be of a more educational nature. The organizers are aiming to demonstrate the possibilities of irrigation, reclamation of arid and semi-arid lands, conservation of natural resources, reafforestation, colonisation and kindred matters. They will do this both with regard to present conditions and future developments in the great rich hinterland to which San Diego will form the outlet. When the San Diego and Arizona Railroad is finished this port will form the shortest means of access to the middle west. It will also look for coastwise and trans-Pacific trade apart from the business that will be directly resultant from the canal.

The part British Columbia can take in this exposition is measured only by her disposition to participate in any exposition that will be so unique that it will attract as

A DRAWING WHICH SHOWS WHAT THE SAN DIEGO PANAMA-CALIFORNIA EXPOSITION WILL LOOK LIKE WHEN COMPLETED. THIS IS, OF COURSE, ONLY A PORTION OF THE EXPOSITION. THE WHOLE WILL BE IN "MISSION" STYLE AND KNOWN AS MISSION CITY

many visitors, possibly, as the commercial exposition in San Francisco.

British Columbia is rich in history and in opportunity. San Diego's exposition will make as its main theme the lessons to be drawn from history and their application to the future, to point out the opportunity of a country like British Columbia and the manner in which the greatest advantage may be taken of this opportunity. British Columbia's immense tracts of timber, her minerals, her fisheries, her wonderful agricultural resources, all these may be exploited at San Diego's exposition in such a manner that cannot fail to open a huge market for her products in the awakening southwest, where conditions and products are absolutely dissimilar to those of British Columbia. An exhibit from British Columbia will serve, more than any other one thing, to bring into close relation the two Pacific corners, the southwestern sections of Canada and the United States.

For these and other obvious reasons the San Diego exposition will make representations to the provincial parliament at the proper time and lay before it a plan for participation that, it is hoped, will receive careful consideration and be adopted.

The exposition itself is to be a wonderfully beautiful sight.

In addition to the many permanent buildings that will remain to beautify the city after the exposition closes, the city itself is spending another $10,000,000 on harbor improvements, residential and business buildings, sewer systems, streets and boulevards. The city is fortunate in that it owns the waterfront.

On the 1400 acres of the exposition grounds a lagoon will be formed by daming that will hold 50,000,000 gallons of water, which will eventually form a valuable auxiliary to the fire department's resources. Our readers will therefore see that the value of such a scheme does not lie altogether in providing an attraction which will draw hundreds of thousands to the city for a short visit, during which the country will receive an excellent advertisement. The final effect will be lasting and beyond computation in figures.

Owing to the superb climate that San Diego enjoys the exposition will be open all the time during the 365 days of 1915. The buildings will be in the style known as

PANAMA CANAL—GATUN LOCK, LOWER CHAMBER LOOKING EAST

THE ADMINISTRATION BUILDING AT SAN DIEGO, FROM WHICH THE WORK OF PREPARING THIS BEAUTIFUL PANAMA-CALIFORNIA EXPOSITION IS BEING DIRECTED

"mission" and the exposition will be known as "Mission City." One of our illustrations gives a good idea of the effective appearance the completed scheme of buildings will present. The task of making roads and terracing and bridging the canyons is in progress. A nursery of 100 acres is completed in which millions of beautiful tropical and sub-tropical plants will be reared for decorating the buildings and open spaces, so that the visitor will have an opportunity to see the wonderful range of flora that thrives in San Diego's equable climate. In a country so rich in aboriginal types as California an educational exposition would be incomplete without a full and characteristic display of native life. Dating from the advent of the adventurous Spaniards this land has always been full of romantic and strongly-marked local color. Types of aboriginies, their industries and handicrafts and customs, will be fully represented. In fact, from the outline and plans that have been supplied to us we can only arrive at the conclusion that San Diego is going to present a spectacle that for educational and artistic value will not be surpassed in our generation. One cannot read the story of the San Diego Exposition without feeling that public spirit of the highest kind, unselfishness, deep national feeling and pride, and a determination to wrest power, might and dominion from the future, underlies the purpose of these citizens of California. Let British Columbia wish her sister state on the New Pacific coast success in full measure, and let us at the same time worry a little about what WE are going to do to add to our own stature between now and 1915.

THE BUSINESS SECTION OF SAN FRANCISCO TODAY. IT IS A TESTIMONY TO THE ENERGY AND COURAGE OF THE CITIZENS IN REBUILDING THE CITY AFTER THE APPALLING EARTHQUAKE DISASTER A FEW YEARS AGO

MIRAFLORES LOWER LOCK, SHOWING STEAM SHOVELS AT WORK

Panama-Pacific International Exposition at San Francisco

The directors of the Panama-Pacific International Exposition to be held in San Francisco commissioned Mr. Hamilton Wright to supply the following information for the readers of the *British Columbia Magazine*. As will be seen, the scope of this great $80,000,000 scheme is greater in extent and more ambitious in its aims that the exposition that is to be held at San Diego.

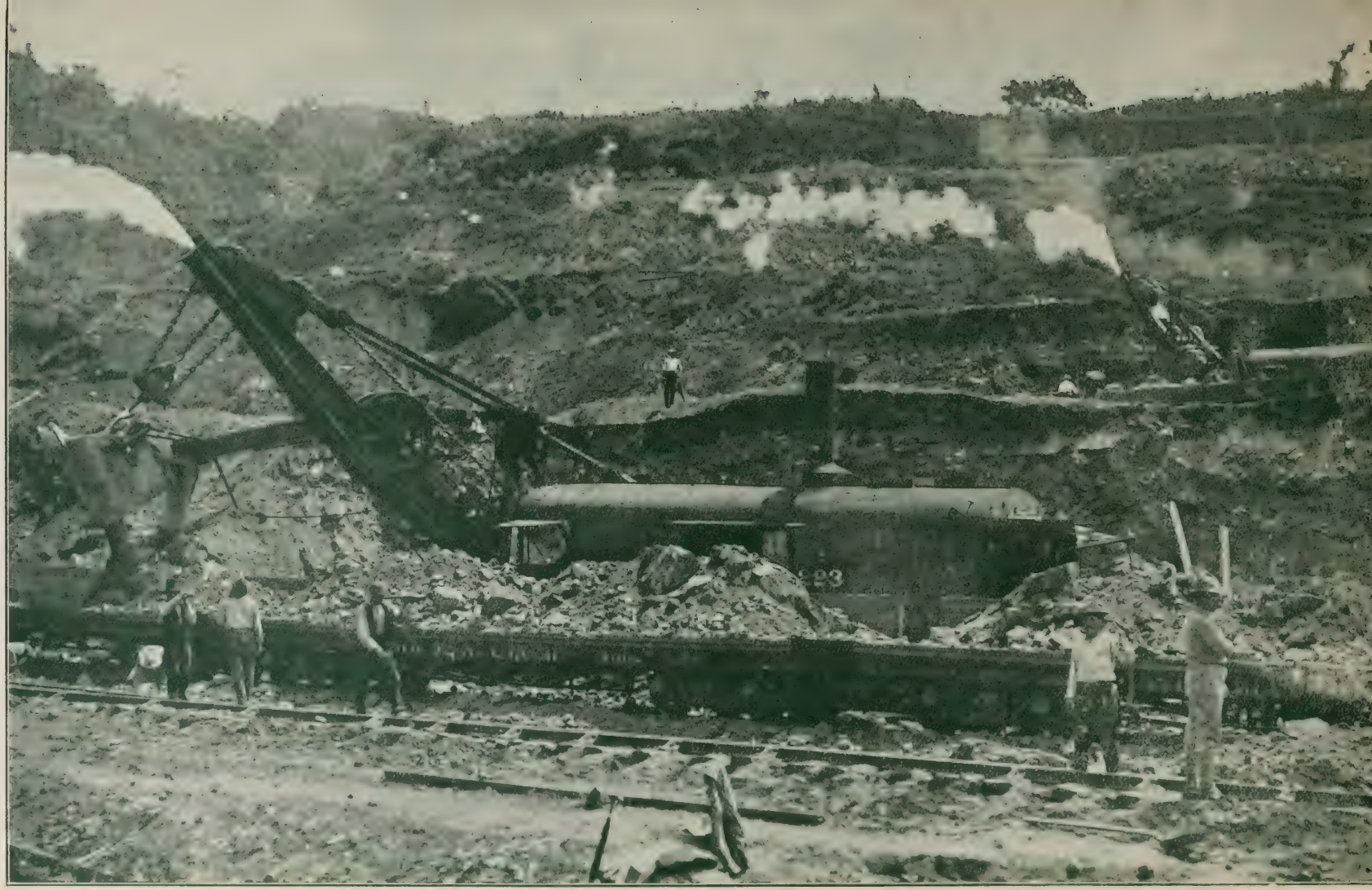
"I THINK it safe to say that there is greater interest in the Panama-Pacific Exposition in all parts of the world than in any of the world's expositions with which it has been my good fortune to have been associated," said Dr. Frederick J. V. Skiff, Director-General of the Panama-Pacific Exposition, before he left for Europe recently.

The responses of foreign countries exceed the highest anticipations of the exposition management. A national commission appointed by the President of the United States is now visiting the countries of Europe. Recently the members of the commission were received in audience by His Majesty King George V, and they are now officially confirming to other European nations America's invitation to the world to join in celebrating the completion of the Panama Canal, at the Panama-Pacific International Exposition in San Francisco in 1915.

The boundaries of the exposition site have been determined and work has started in filling in the site, in building an esplanade along the shores of San Francisco Bay, and in the demolition of buildings now on the site. The general architectural plan has been decided upon, and steps for the assemblage of displays are being undertaken; a number of western states and territories have already selected the sites for their state buildings, and a programme of events in which the nations of the world will be invited to participate has been assured. Plans for the adornment of San Francisco upon a surpassing scale and in harmony with the exposition have been initiated.

The exposition structures will be grouped on the floor of a great amphitheatre on the shores of San Francisco Bay. The city will be adorned in harmony with the exposition;

THE SITE OF THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION AT SAN FRANCISCO. THE WORK OF CLEARING THE SITE IS ALREADY IN HAND. WHEN COMPLETED IT WILL OVERLOOK SAN FRANCISCO'S BEAUTIFUL HARBOR



STEAM SHOVEL LOADING FLAT CARS WITH "DIRT" ON THE PANAMA CANAL

its principal streets, parks and boulevards will be improved. Two great hills will be terraced and surmounted by notable edifices. Market street and Van Ness avenue, the two principal thoroughfares of the city, which, extending from the bay, meet in a V, will be decorated with classic columns rising to a point between the second and third storeys of the buildings, and, from a distance, presenting a pergola effect; arcades will cross Market street at convenient intervals. Near the junction of Market street and Van Ness avenue will be established a Peoples' Centre, in which municipal buildings will be grouped about a plaza. For the People's Centre the city recently voted bonds to the extent of $8,800,000. An inclusive system of boulevards will connect Harbor View, the main exposition site, with Lincoln Park, a lofty knoll overlooking the Golden Gate, and thence will parallel the Pacific Ocean to Golden Gate Park, where will be placed most of the permanent structures of the exposition, the other permanent building being an auditorium to be constructed by the exposition management at the People's Centre.

The extent of the site as finally determined calls for a frontage of 15,000 feet. This site occupies an area of 625 acres.

The exposition will open on February 20, 1915, and will close on December 4 of that year. Upon its opening there will be assembled in the harbor the greatest gathering of battleships and merchant vessels of the world ever brought together. By night the international fleet and the edifices of the exposition will be brilliantly illuminated.

From afar the main or centre group will present the effect of a solid massing of palatial structures. The land rises upward and the buildings will lie in terraces, contrasting with the main group upon the level floors of Harbor View. Along the shores of San Francisco harbor will be constructed a great esplanade or walk-way, bordered by pine, cypress, and hardy shrubs, decorated with classical balustrades and architectural motifs. Farthest from the bay and close to the hills of the city will be a great boulevard adorned with trees, plants and shrubs of the semi-tropics, the orange, the banana, the myrtle and the olive, and three hundred feet in width.

A great tower, with its base occupying one acre, will form the central architectural theme of the exposition city. Through the tower one will pass to a great central court planted with all sorts of tropical growths and enclosing a central ornamental lagoon richly embellished with statuary.

Among the exhibit palaces will be a Fine Arts building, Education, Agriculture, Varied Industries, Manufacture, Machinery, Mines and Metallurgy, Stock Yards, Stock Pavilion, and Automobile Pavilion. The horticultural display will cover fifty acres; outdoors exhibits will cover twelve acres; there will be a great automobile building, and the hangars for aeroplanes will cover three acres.

One of the notable foreign concessions will be that proposed by the Chinese residents of San Francisco, consisting of a series of Chinese communities and embracing every possible feature of interest in Chinese life, from the manufacture of silks and ivory and wood carving to sampans and junks floating on miniature waterways and portraying the life of the river-dwellers around Canton, the whole to be surrounded by a replica of the great wall of China.

From Nevada concessionaires will establish a rip-roaring mining camp, picturing the days of Forty-nine and the bonanza era of the Comstock lode. Hawaii is planning a great Hawaiian palace in which the attractions of the isles for tourists, as well as its products, will be displayed. A Hawaiian water garden, with strange plants and flowers of the tropics and a wonderful collection of brilliantly-colored fish, will be shown. Mr. H. P. Wood, in San Francisco at this writing, says Hawaii will excel all former displays.

Lincoln Park, where the Golden Gate rounds out into the Pacific Ocean, will be made the most conspicuous feature in the adornment of San Francisco. Here will be placed a large commemorative tower welcoming ships to the exposition city, and in purport like Bartholdi's Statue of Liberty. Plans for the edifice, already accepted by the board of directors, call for a structure 850 feet in height with a base 250 feet square. The huge edifice is planned by a private corporation which proposes to turn it over to San Francisco after the undertaking has returned its original cost and paid a fair dividend on the investment. Added to the height of its base and to the elevation of the ground upon which it is built, the top of the tower will be more

A PART OF THE RAPIDLY-GROWING WHOLESALE DISTRICT OF VANCOUVER, SHOWING SOME OF THE TRACKAGE FACILITIES PROVIDED IN THE HEART OF THE CITY BY THE CANADIAN PACIFIC RAILWAY. ON THE LEFT IS THE TOWER OF THE WORLD BUILDING, WHICH IS SAID TO BE THE TALLEST STEEL FRAME STRUCTURE IN THE EMPIRE.

than one thousand feet above the waters of the Golden Gate.

Golden Gate Park will be the seat of the permanent features of the exposition. With an area of more than a thousand acres, Golden Gate Park, forested and created of sand dunes within the last generation, presents one of the most notable achievements in landscape gardening in the world. Here an existing stadium will be surrounded by a concrete coliseum capable of seating 75,000 people, and the largest structure of its kind in America. An existing chain of lakes at different levels will be connected by a working model of the Panama Canal.

In accord with the spirit of the jubilee of nations, plans have been developed for the participation of representative assemblages of the nations of the world in a programme of international events. Six months before the opening of the exposition the features of the programme will be published and distributed throughout the world. This programme will afford perhaps the first opportunity in the history of the world for representatives of so many nations to meet at one time. Its features will be divided into major and minor events, the major events coming in cycles of two months apart throughout the period of the exposition, with the minor or less spectacular but none the less important events interspersed. Among the minor events will be great educational conventions where the world's leaders in the arts and humanities may give to the world the benefit of their most advanced research. Great song festivals will be held.

The opening event, which will occur upon the opening of the exposition, will be comprised in the entrance into San Francisco harbor of nothing less than a composite fleet of the battleships of the navies of the world, the greatest international fleet ever assembled.

The second big major event will be comprised in an elaborate aquatic sports programme. This fiesta will embrace a series of international yacht and motor boat races, rowing and swimming contests, submarine diving and regattas of all sorts. It is planned that the American cup defenders and

A busy corner in Vancouver. This is in the business centre of the city and illustrates the fine type of office buildings which are springing up in this section of the town. The building with the fluted columns is the Bank of Commerce.

their European challengers shall sail from Europe to New York and thence through the Panama Canal to the Golden Gate. Invitations will be extended to the rulers of foreign nations to personally attend the exposition in the royal yachts if possible, or through the person of their personal or official representatives. Naturally the presence of the war fleets, of the yachts, and of the speediest motor boats of America and Europe will lend a great touch of color to the scene. A series of diplomatic functions will add to the official character and brilliancy of the occasion.

Two months later will come an international sports programme in which automobile races, Olympic games, military drills and manoeuvers, aviation, and other features will have a prominent part. This programme will be fostered by the sports societies of the world, each represented in its favorite sport. There will be intercollegiate contests of an international character, automobile races in which the holders of world's speed records will participate; the great national leagues of America will be invited to play a series of games. The crack cavalry and infantry of America, Europe and the Oriental nations will participate in a series of military manoeuvers and in friendly trials of skill upon the Presidio adjacent to Harbor View. The parade grounds at the Presidio will be improved. Congress has appropriated the sum of $1,000,000 for the improvement of the Presidio.

An international live stock show, in which the pedigreed stock of America and Europe will be shown, will come in midsummer. This show will be more inclusive than its name would imply, for all sorts of domesticated stock from all parts of the world, as pet stock and poultry, will be exhibited. Horse races will be a feature of the event; a single western horsemen's association has guaranteed a purse of $25,000 for harness races.

In October will come the most spectacular feature of the exposition pageants—a ten days' jubilee in which the nations of the Orient and all the countries within the sweep of both shores of the Pacific Ocean will participate. It will be a festival of the nations of the Pacific Ocean lands. Among its most spectacular features will be a series of parades and pageants of the peoples of Asiatic countries. Down the streets of San Francisco in exposition days will pass parades for miles in length, rivalling, it is anticipated, the famous Durbar of India in magnificence and exceeding the Durbar in variety by reason of the many

countries represented. The startling contrasts of the Orient will be shown. At the exposition will be gathered an assemblage of strange tribes and peoples of Pacific Ocean countries, members of which will participate in the pageants. Alaska, the Philippines, Hawaii, Samoa, China, Japan, and other oriental lands will be represented.

The concluding major event will be a week of California fiesta, in which the states and territories of the West will join. The romantic history of California when the world thronged to the Golden Gate, and of the mission days inseparably associated with the history of the state, will be portrayed.

The whole West will be on exhibition to those who visit the Panama-Pacific International Exposition. Under the stimulus of excursion rates and convenient traffic facilities, thousands will have an opportunity that they could have in no other way to learn their own country better. The chambers of commerce and boards of trade throughout the West are preparing for the entertainment of visitors on their way to the exposition upon a liberal scale.

The Panama-Pacific International Exposition will be more than an exposition; it will be a jubilee of the nations, a splendid commemorative fete; and the nations will meet in a set programme of events which will bring into closer accord those to whom the canal will open up not only closer industrial but closer sociological relations. For the first time the countries of the Orient will be enabled to make a vast showing at an occidental display. This will express the sociological influence of the opening of the canal.

From the opening of the exposition until its close on December 4, 1915, a succession of events in relation to the world nature of the celebration will serve to emphasize America's welcome to the peoples of the world and to bring out in clearer light the advance that has taken place through the closer communion of humanity.

THE LATEST ADDITION TO VANCOUVER'S SKY-SCRAPERS. IN THE DISTANCE IS THE ROGERS BUILDING, WHICH EXCEEDS THE ABOVE IN SIZE

British Columbia and the West Indies

By Fernand L. de Verteuil, M. D., Surgeon R. N. (Ret.)

TRADE RELATIONS BETWEEN CANADA AND THE WEST INDIES

THE recent visit of the West Indian delegates to Ottawa and the signing of a reciprocity trade treaty between the Canadian Government and the representatives of the islands has helped to bring into the limelight of public attention the importance of these much-neglected yet oldest possessions of the British crown.

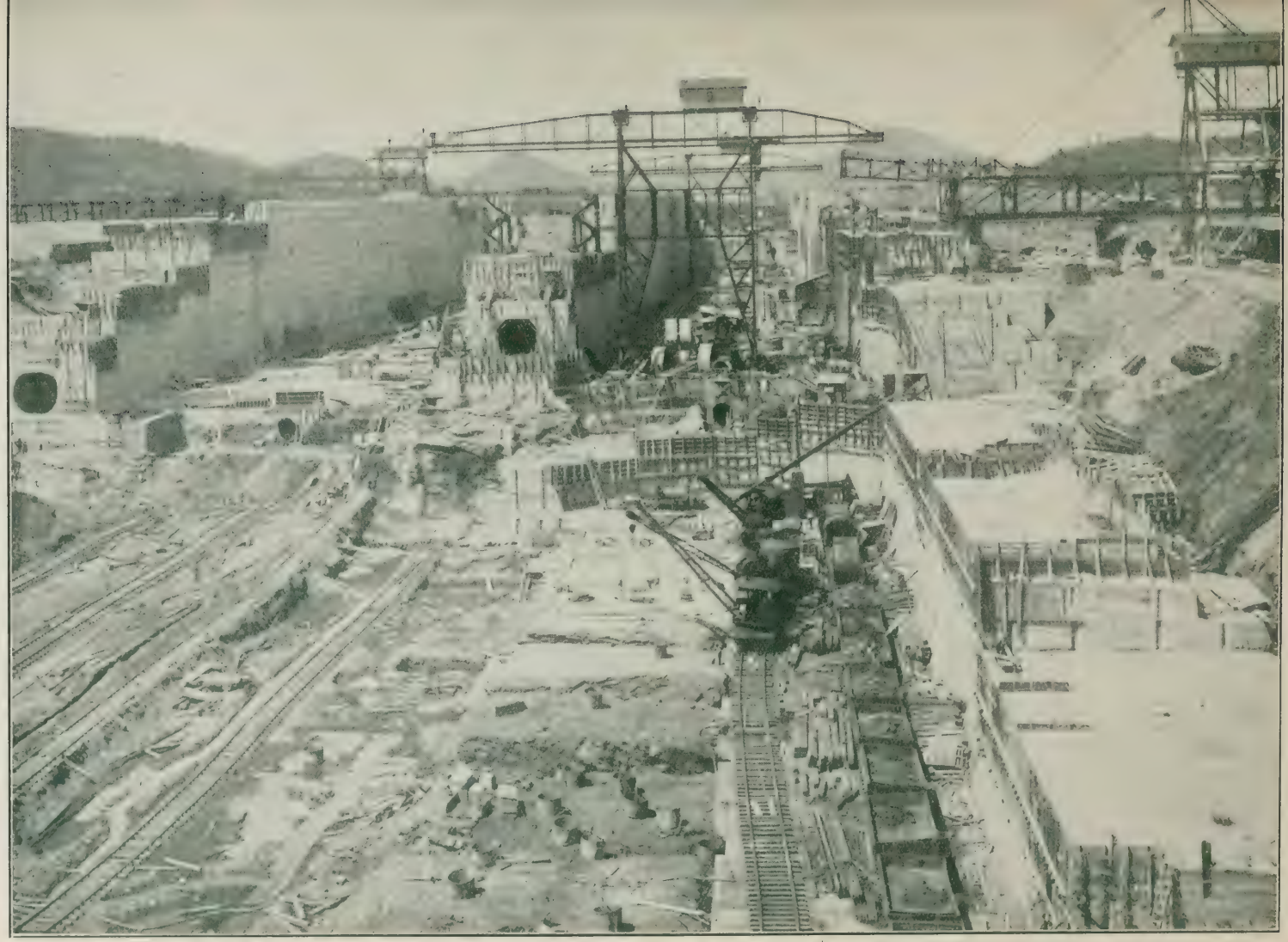
This treaty is probably destined to form an important landmark in the history of the trade relations of the various parts of the British Empire. For it is the first time in the history of that world-wide Empire that two of its members have voluntarily come forward and extended to each other the helping hand of trade reciprocity. It may prove to be the first link in a chain that will eventually bind together its various and scattered events.

Canada had but lately refused the blandishments of her powerful and prosperous neighbor to the south, yet it is with eagerness that she welcomes similar advances from the West Indies.

According to preliminary statements made by Mr. Foster, Minister of Trade and Commerce, the concessions on both sides are on a very generous and extended scale. From this it is reasonable to conclude that the chief articles of production of each country will receive marked preferential treatment by the other. It is true that the treaty is not yet in force, as it awaits the sanction of the various local West Indian legislatures, as well as that of the Home Government. But these are matters of mere formality which it should not take very long to settle.

On account of various economic causes into which I need not enter, the West Indies during the last seventy-five years have gone through a period of severe depression which practically spelt bankruptcy for some of the smaller islands. The reaction was all the greater coming as it did after a period of unexampled prosperity, when to be a West Indian sugar grower was almost synonymous with untold wealth. Every reader of *Vanity Fair* will recollect that it was from the West Indies that came Miss Swartz, "the rich woolly-haired mullatto" who was a parlor-boarder at Miss Pinkerton's select academy for young ladies at Cheswick Hall, and "who by reason of her being an heiress, paid double."

This period of depression is now fortunately passing way, and a brighter future looms ahead. The islands stand right in the path of what will become one of the great ocean highways of the world as soon as the Panama Canal is opened. Even at present the trade of the islands is of considerable extent, that of the British section (including British Guiana), with a population of two millions, exceeding the respectable figure of one hundred million dollars per annum. Over 50 per cent. of this trade is at present carried on with the United States of America; as an indication of its extent and importance it may be stated that from one island alone (Trinidad) there are as many as thirteen monthly sailings to New York, as well as several to Boston and New Orleans. This will explain why one of the leading newspapers of New York (the *Times*) sounded a note of alarm as to the recent proceedings at Ottawa. More significant yet, the National Federation of American Millers appealed to the State Department to prevent ratification of the proposed reciprocity agreement as being prejudicial to the United States exports of flour. It should be stated that one of the principal islands,



MIRAFLORES LOCK, ONE OF THE ENORMOUS LOCKS WHICH WILL LIFT OR LOWER SHIPS BETWEEN THE HIGHER AND LOWER LEVELS OF THE PANAMA CANAL. PHOTOGRAPHED LAST JANUARY

Jamaica, has not given its adhesion to the treaty. Over three-fourths of the trade of this island goes to the States, the export of bananas, especially to the New York market, being on a very large scale. Evidently the people of Jamaica fear that any trade arrangement with Canada might seriously jeopardise their profitable trade with the United States.

The feeling also exists, though to a minor extent, in most of the other islands. It came out prominently in the evidence given before the Imperial Commission appointed in 1910 to enquire into the trade relations between Canada and the West Indies; this commission, under the chairmanship of Lord Balfour of Burleigh, sat both in Canada and the West Indies. The recent treaty is a direct result of its recommendations.

The trade between Canada and the West Indies, though barely one-fourth that with the States, is still fairly large; it amounts, according to the last customs returns (1911) to over eleven million dollars. According to these returns the West Indies stand third among the countries of the world in the value of their trade with Canada, coming after the United States and Great Britain. Most of this trade, which at one time came through Halifax, now goes to New York, which has become the great port of clearance between Canada and the islands.

It might be well to analyse briefly why West Indian trade tends to flow into the American market rather than into that of Canada. First and foremost there is the important question of geographical position—the States are much nearer to the islands than Canada, and that has a potent bearing in the trade in such perishable articles as fruit; the States, moreover, with their greater population, offer a better and larger market to the West Indian produce.

These are factors, one must admit, it is difficult to contend successfully against. The subsidising by both governments of fast steamers as well as a preferential tariff will to some extent counteract the former, while the fast-increasing population of Canada might in time help to overcome the latter. There are some other factors which it might be well to mention. Both the Canadian Government and people have up to the present been so busy looking to the internal development of their own great country that they have had little time to spare to enquire into the development of trade with the West Indies. America on the other hand has done its best to promote this trade by paying the closest attention to their various needs and requirements. The business relations, moreover, that have been attempted between West Indian and Canadian firms have not always proved of the pleasantest. There is a strong prejudice among West Indian merchants against Canadian firms (this refers to Eastern Canada) who, it may be wrongly, have acquired in the islands a reputation for close and sharp dealing. I have heard it repeatedly stated by merchants and others that they had much rather deal with American firms, on whom they can usually rely to obtain fair and even generous treatment. I have hesitated to refer to this, but it is a state of matters which does not tend to promote friendly trade relations and which it would be idle to disquise.

The present movement for closer trade relationship dates many years back, when, at the suggestion of merchants interested in West Indian trade, a delegation of Canadian business men visited the West Indies. They reported "a very cordial desire on the part of the merchants in the West Indies to give Canada as large a share in their business as possible." Nothing definite, however, resulted from this visit. It seemed to West Indians that Canadians were very much concerned with Canadian interests and very little with the interests of the West Indies. To quote the words of Mr. Richard Grigg, His Majesty's Trade Commissioner to the Dominion of Canada, at a dinner given to him at the West India Club, "Canada desired to seize the large end of the stick." There also seemed to be more than a touch of condescension in the presentment of the Canadian side of the question; they seemed to think that because trade with them would mean trade within the Empire, that alone should be sufficient to make the West Indies welcome the small end of the stick.

There is reason to think that the present concessions on the part of Canada are on a more generous scale and will meet with greater, if not entire, approval of the islands. In connection with this trade treaty many

A BIG ENGLISH STEAMER AT THE WHARF, VANCOUVER. THE OPENING OF THE PANAMA CANAL WILL SAVE THESE STEAMERS A JOURNEY OF 6,000 MILES

MILLIONS OF TINS OF SALMON ARE EXPORTED ANNUALLY FROM BRITISH COLUMBIA

articles have appeared in the Canadian press on the subjest of Canada taking over the government of the West Indies. I shall say nothing on the subject as it does not seem to me to be a matter, at least for the present, that is within the scope of practical politics.

The trade relations existing between Canada and the West Indies are at present a matter of more direct concern to the Eastern Provinces of Canada than they are to those of Western Canada, and especially of British Columbia. In fact they little effect this province, except in so far that what effects one part of the Dominion must to some extent react on the other.

The opening of the Panama Canal will, however, put a very different complexion on things, and I feel convinced, provided the opportunities are seized, that this province will eventually benefit more than any other part of Canada from the advantages to be derived from Canadian-West Indian trade reciprocity. The opening of the Panama Canal, the future gateway to the Pacific, will undoubtedly have a profound influence on the trade routes of the world, many of which will be altered and modified, as well as entirely new ones created.

Among the latter, the most important will be (1) between Europe and the west coast of North America; (2) between eastern South America, including the vast and prosperous republics of Brazil and the Argentine, and again the west coast of North America. Now, the West Indian islands stand right midway in the path of these two new routes. This fact alone should have an important bearing on the development of trade between the islands and British Columbia. The American ports on the Pacific coast are out for this trade and already advance agents have been sent to South America and the West Indies to report on the conditions. The port of Vancouver starts with many advantages in this race, and if a repetition of what has taken place as regards New York and Halifax on the Atlantic coast occurs on the Pacific coast, it will be entirely due to the fault of the citizens of Vancouver.

I propose to show how there are all the elements necessary for the creation of a large and profitable trade between the port of Vancouver and the West Indies. The first thing to be noticed is that Vancouver, with its proposed five or six lines of transcontinental railways, must eventually become the great port of entry as well as export for the greater part of Canada west of Winnipeg. It will be the clearing house for most of that vast country which at present comprises the provinces of Alberta and Saskatchewan. What are the articles produced or manufactured in the West Indies which are or will be required by this large section of the country? They are cocoa, sugar, molasses, rum, cocoanuts or copra, coffee, tobacco, fruits (bananas and oranges), sweet potatoes, limejuice, arrowroot, spices (vanilla, cinnamon), hardwood, pitch or asphalt, and bitters (angostura). A few words on some of these articles might be of interest.

Cocoa—This is one of the most important articles of production at present in the West Indies; enough is produced to supply practically the whole of the States and Canada. The annual production of one island alone (Trinidad) is not far from fifty million pounds; while the annual consumption of Canada does not exceed five million pounds.

If I may be allowed a digression, I may say that the value of cocoa as a beverage is not yet sufficiently appreciated. It is far superior to both tea and coffee, for while these are mainly stimulants, cocoa is both a stimulant and a valuable food. A large percentage of the prepared cocoa and chocolate which is consumed in British Columbia and Western Canada comes from the States, where it is manufactured from the raw beans imported from the West Indies. This manufactured article of course pays a large duty on entering Canada. Now, with Vancouver in direct sea communication with the centre of production, there is no reason why this city should not develop a large cocoa and chocolate industry which could supply the whole of Western Canada.

Sugar—This can be obtained both in a raw and refined state, the latter chiefly in the form of Demerara crystals. A little of the West Indian article occasionally finds its way here by ships round Cape Horn. Cheap sugar is an essential element for a profitable jam and preserved fruit industry, cane sugar being the best for this purpose. I need scarcely say anything on the direct bearing of this on a fruit-producing country like British Columbia.

C. P. R. TERMINUS, VANCOUVER

UNLOADING CARGO FROM AUSTRALIA AT VANCOUVER

Rum—Some of the best brands of this drink come from Demerara and Jamaica, where it is distilled from *molasses*. This latter is the waste product left after the sugar has been separated from the cane-juice; a good deal of it is exported as such and finds a ready sale in the various markets of the world, being used for a variety of purposes. To many of us it will bring recollections of bygone days, when a mixture of molasses and sulphur formed a common household spring remedy.

Lime Juice—The largest supply of this article comes from Montserrat and Dominica, where there are extensive lime plantations.

Cocoanuts—These are a valuable article of commerce. From the husks are manufactured door-mats, matting, mattresses, etc.; from the dried central kernel, known as copra, is extracted a valuable oil, while the mealy remains are an excellent food for stock.

Asphalt—Now that the question of good road and street paving is becoming a very important question in this part of the world, it is interesting to note that most of the asphalt used in the various asphaltic mixtures which form such excellent paving materials, comes from Trinidad, where there is a practically inexhaustible lake from which it would be possible to obtain all the asphalt necessary to pave every road and street in Canada. This asphalt is derived from petroleum which has in the course of ages undergone various chemical changes. The whole island has been discovered to be one vast oil-field and already one of the largest known gushers has been struck. This will undoubtedly make of the island an important oiling station, now that oil is gradually replacing coal as fuel for steamers.

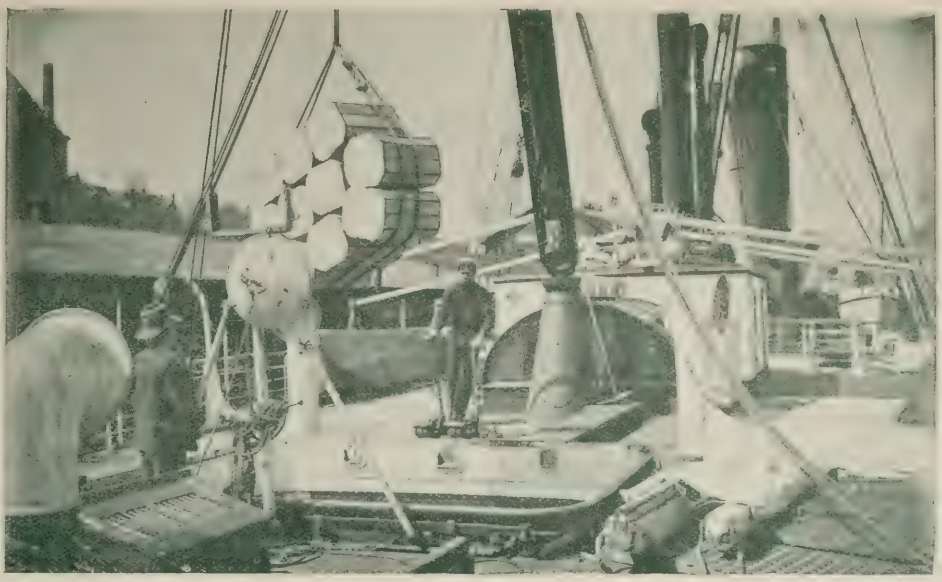
Another article to which I might refer is *Angostura bitters*. This world-renowned bitter was at first manufactured at Angostura (Bolivar), Venezuela, but has for a number of years past been manufactured at Port of Spain. It may be added that the latter port is the clearing house for most of the trade that flows in and out of the mighty Orinoco, which drains a vast area of the northern part of the South American continent.

Having described some of the chief West Indian articles that should find a ready market in Western Canada, what have we in British Columbia that is required in the West Indies? If we look at a list of West Indian imports we shall find the following at the head of the list: Flour, coal, lumber, canned and preserved fish. With the exception of the first, these are the most important products of British Columbia, and as regards flour there can be little doubt that Vancouver is destined to become the greatest flour-exporting port on the Pacific. Here, therefore, are all the elements necessary for a well-balanced trade, the ships that come here laden with the produce of the Indies should find no difficulty in returning with a full load of the best that this province can give. Already two of the most important steamship lines of the world are making arrangements for this trade. Mr. Nash, of the Royal Mail Packet Company, has recently been investigating the possibilities of Vancouver as the Pacific terminus for their steamers, which at present ply between England and the West Indies. The other company referred to is the East Asiatic Steamship Co., one of the largest Continental shipping firms, who at present operate a line of steamers from Europe to the West Indies, and propose to extend this route through the canal up the Pacific coast.

It only remains, therefore, for Vancouver to do her share, and her name should become as well known in the West Indian islands as is at present those of Liverpool and New York.

Before concluding, I might say a word on the subject of the West Indies as health resorts. With the opening of the canal and the facilitating and cheapening of communication between these two parts of the world, the jaded business man desirous of peace and quiet, the tourist yearning for pastures new, the searcher after health, all those who desire to flee for a few months from the damp chilly winter of the north, will find in these glorious tropical islands dotted like so many jewels in the blue waters of the Caribbean a haven of rest and a welcome change from the crowded sea-beaches of Southern California.

The weather, though fairly warm even during the winter months, when the average temperature is somewhere in the neighborhood of 80 F., is as a rule temp-



UNLOADING CARGO FROM THE ORIENT, VANCOUVER

PART OF VANCOUVER'S CROWDED WATERFRONT

ered by fresh sea-breezes, of which the ocean traveller would enjoy the maximum benefit.

These islands are, moreover, rich in historical associations which are equalled by few, certainly unsurpassed by no other, places on the surface of this earth. To quote the words of the famous surgeon and writer, Sir Frederick Treves: "That fervent spirit of adventure and romance which set aglow the heart of every lad in every sea town of England, when Elizabeth was queen, found both its source and its end among the West Indies and by the Spanish Main.

"The palm-covered island, the secret creek, the white-walled Spanish town formed the scene of ever-inspiring dreams. The boy from the grandmotherly coaster, who found his way into Plymouth Sound, would sit on a bollard on the quay and listen to sun-browned men talking of Indians and sea-fights, of plate ships and pieces of eight, until his soul so burned within him that he turned upon his own homely craft, and shipped as powder-boy on the first galliasse making for the heroic West.

"In these fair islands were gold and pearls, they said, as well as birds and beasts beyond the imagination of man. Here, under the steaming sun of the tropics, the pirate harried the sea, and here, in blood, smoke and cutlass hacks, his tale was writ. In coves among the islands he careened his ship and hid his treasure; in blue sea alleys he watched for Spanish merchantmen, and in fever-stricken jungles he rotted and died. For over a century the famous buccaneers were the terror of the Spanish Main, while to every sturdy British lad, for all these years, the call of the sea rover was as the call of the wild.

"The very first glimpse of the New World that met the gaze of Columbus was a glimpse of a West Indian island. For some three centuries after his coming, the coasts the great navigator tracked out were the scene of a sea-life whose common round was one of ever-desperate adventure. For three centuries ships poured westward from nearly every port in Europe, laden with arms and men, searching for strange riches and for a sight of the marvels of the new earth.

"Through the island channels lay the passage to El Dorado, to Manoa, the city of the lake, where the streets were paved with gold, and down these sea-ways, radiant with hope, sailed Raleigh, the dreamer, on his road to fortune.

"It was among these islands and along the Main that there came to Drake the strength and craft that crushed, in fulness of time, the Spanish Armada. Here was served the apprenticeship of Dampier, of Frobisher, of Hawkins, and of a host of mighty sailormen who have made the ocean memorable.

"It was to the West Indies that Nelson took his first voyage, a voyage from which the puny lad 'returned a practical seaman.' It was here that he held his first command. It was here that he learnt from the quarter-deck of his little brig the elements of war.

"In the seclusion of these gorgeous islands, indeed, the long sea story of England was begun. The West Indies became the nursery of the British Navy, the school where the thews were hardened and the sea lessons learned. Here was fostered and fed that soul of adventure and reckless daring which inspired the early colonist and made invincible the man with the boarding pike. Here grew, from puny beginnings, the germ of the great sea power of the world.

"In the proud romance of the sea, in the ocean songs and epics, in the sea stories which have been told and re-told to generations of British lads, in the breeding of stout-hearted men and the framing of far-venturing ships, the islands have been no less than the cradle of the deep."

On the other hand, to the West Indian colonist or official, wearied by a long sojourn in the hot, enervating climate of the tropics, a trip to British Columbia, with its more invigorating climate, its coast-line of innumerable fjords of a splendour and grandeur equal to the best that Norway can show, its Alpine scenery unsurpassed even by the loftiest and most sublime that Switzerland can boast of, should prove a pleasant and happy change to the yearly pilgrimage to Europe or the States.

A Symposium

We asked several prominent people to express their opinion in our pages as to the effect which the opening of the Panama Canal will have on the trade and development of British Columbia.

The Honorable Richard McBride, Premier of British Columbia:

"I consider the transportation facilities that the Panama Canal will provide will hasten the development of our vast natural resources and increase the general trade and commerce of British Columbia to an extent which would not otherwise be reached in many years. In conjunction with the railways now operating, and the projected lines recently provided for by government aid, the canal assures the early growth and expansion of British Columbia to enormous proportions."

The Honorable W. J. Bowser, Attorney-General of British Columbia:

IT is quite impossible at this time to fully gauge the effect of the opening of the Panama Canal upon the commerce of the Pacific. The whole west coast of North America is bound to profit to an enormous extent by the development that will follow the establishment of a short route between the Atlantic and Pacific Oceans. The quickening influence of a prosperous commerce will be felt in every quarter; but it seems to me that no part of the region effected will receive greater benefit than the province of British Columbia. In spite of the great strides made in the past few years in all parts of the province, and the development of our natural resources and industries, which has brought with it such wonderful prosperity, British Columbia is as yet practically a virgin field. With direct communication by water with Europe and Eastern America that field will become of world-wide importance and I feel assured that the development that will ensue will be beyond our most sanguine dreams. Just consider for one moment our geographical position. We hold the key of Canada's western gateway. Our harbors are unexcelled and our resources are, one might say, almost illimitable. The only British ports on the western seaboard of North America are the magnificent land-locked inlets and harbors of British Columbia. Through these ports the great bulk of the products of Western Canada is bound to pass. Our mercantile marines will grow and prosper, and that is a most important point because it means a world-wide seaborne commerce, without which no nation can be truly great. A careful survey of the situation forces me to the conclusion that our future is pregnant with good fortune. Prosperity stands knocking at our door. Let us see to it that we do not fail to make the most of our opportunity. The Panama Canal means much to the whole world, but to British Columbia it means progress in a continuous ascending gradation.

In conclusion I should like to refer to the patient and noble effort which is rapidly bringing this vast enterprise to a successful issue. The builders have every cause to be proud of their work and they deserve the fame that it has justly brought them.

J. A. Lee, Esq., Mayor of New Westminster:

The opening of the Panama Canal will undoubtedly mark a new and better era of development on the Pacific coast. The extent to which it will affect British Columbia will depend very considerably on the degree of preparedness of the various ports and transportation

companies, and their ability to take cafe of the trade then offering.

Our Pacific ports should become the great shipping centres for the empire's food supply. Not only Great Britain, but Australia and our eastern colonies will use the harbors of British Columbia as gateways to the commerce of the whole world, for the grain of Alberta and Saskatchewan (at least) will be stored at and shipped from our shores. This is an economic certainty, for there are questions of freight charges, deterioration, time in transportation and ice-locked harbors to consider in the East, as opposed to shorter rail haul; year-round-open ports, and, at New Westminster, a real fresh water harbor, capable of immense development.

These points cannot fail to attract the special attention of both manufacturers and shippers. Moreover, the distance between New Westminster and Liverpool, via the Panama Canal, will be 5564 miles shorter than the present water route—a saving of from 15 to 20 days sailing by steamer. There are many other considerations which will find favor with Pacific coast shipping, once the Panama Canal is completed.

The fifty miles of canal will prove a benefit equally to the grower, shipper and consumer. Our province will also benefit by an ever-increasing area of land being brought into cultivation to meet the requirements of an expanding market. Canadian grain may then be put on the market at rates to compete with Russian and Argentine.

Merchant vessels will bring raw materials or manufactured articles from Europe and will return with cargoes, instead of in ballast as is now frequently the case, thus allowing of a much cheaper rate both ways than under conditions now existing, viz., a remunerative cargo only one way.

The Panama Canal will be equally as important as the Suez Canal, probably more so for us, for the latter took thirty years before the shipping reached 10,000,000 tons, whereas, it is claimed by experts, half that tonnage will be reached on the Panama Canal within five years from this time.

I forecast that the Panama Canal will be essentially a commercial factor and that its interest will be more as a freight bearer than for passenger traffic. Its effect on mercantile relations is bound to be immense for North Pacific coast ports. The Fraser River—the great fresh-water harbor—with all its many advantages as a ship highway and its cleansing qualities, together with the magnitude of its available harborage, and its industrial site possibilities, is bound to be a most important centre in the shipping world. The harbor plan projected, and already launched, will give facilities second to none on the American continent, and will compare very favorably with any of the great ports of the world.

D. von Cramer, Esq., President of the Canadian Club, Vancouver:

In going back a period of years and watching the development of the eastern coast, including the cities of Montreal, and New York, Boston, Philadelphia and Baltimore in the United States, we find that for ten years there was an average per annum of 1,500,000 immigrants landed in these cities. Although some of these homeseekers left the old lands with the intention of coming through to the Pacific coast, very few gained a point west of Winnipeg in Canada and Chicago in the United States, the cost of transportation across the continent being so great.

Then, as now, these immigrants formed the basis of the manufacturing industry, that is to say, cheap labor, and, coincident with their arrival, factories were built and industries of all descriptions started, securing employment to these people at much better wages than they had been accustomed to receive in their homeland.

With the opening of the Panama Canal these immigrants can be as readily landed on the shores of the Pacific coast, and it is reasonable to suppose that our beautiful climate and wonderful natural resources that these shores will attract new settlers in as great numbers as did the shores of the Atlantic in former days.

The establishment of communication by way of the Panama Canal is of the utmost importance to this western coast, and especially to Vancouver, the natural port of entry for immigration to British Columbia. We can have no conception of the immense development that will result, the opening up of hitherto unexplored territory throughout the province, and, in the centres of population, augmented by an increase of—to give a low estimate—say, 100,000 a year,

the number of manufacturing industries that will spring up.

One cannot blame these people, coming to a new country, if they fall in with agitators and glib-tongued orators, when no one else seems to take an interest in them; therefore, having in view these future possibilities, it behooves us as business men—and when I say business men, I mean the broad-minded, careful, thinking men—to take part in the affairs of the city and province by endeavoring to prepare the way towards educating these new settlers to become good citizens, and in such a manner that they will assimilate all the best points of citizenship of the empire.

Many other prominent men have expressed their opinions on this matter on other occasions and we reproduce some of their statements below.

MR. JOHN HENDRY, closely identified with the commerce and trade of Canada, a former president of the Canadian Manufacturers' Association, and ex-president of the Vancouver Board of Trade, is convinced that Vancouver will reap untold benefits through the opening of the Panama Canal. "During my recent trip through Europe I became convinced that the eyes of the Old World are turned upon Canada, and particularly British Columbia. No other city will benefit so much by the traffic that will come this way as Vancouver. Vancouver will come into her own as a shipping centre of the first class, and she will be recognized not alone as the gateway to the Orient, but to Latin America as well."

Mr. E. H. Heaps, a former president of the Vancouver Board of Trade, and one of Canada's keenest financiers, is also expressing his opinion on the subject in no uncertain terms. "In my opinion the opening of the Panama Canal will be the greatest event in the development and progress of this wonderful city."

Mr. Alex. G. McCandless, the president of the Board of Trade, voiced his opinion on the subject in a stirring address at a banquet to the Master Builders' Association of Vancouver, when he took occasion to remark: "Vancouver will grow and prosper as never before in her glorious career as the 'wonder city' of this continent, after the opening of the Panama Canal. Railways will fight for terminals in this city, and new sections of country will contribute to the wealth of our beloved city. Vancouver controls the trade of the Pacific Coast from this side of the continent, whether or not she will continue to do so."

Mr. Ewing Buchan, manager of the local branch of the Bank of Hamilton, president of the Canadian Club, and former president of the local Board of Trade, says: "We will grow with the opening of the Panama Canal, and we will become one of the foremost leaders of commerce and trade through the great waterway."

Mr. A. L. Dewar, general manager of the Bank of Vancouver, predicts great things for this city, and says: "The opening of the Panama Canal will make this not only a great gateway for the trade that plies upon the Pacific Ocean, but will also make this a grain centre of importance, for it will bring here the products of the prairie provinces for distribution to the countries of the Old World."

But these are only the expressions of a few men, for those who have spoken on the subject most glowingly are legion, and include such shrewd financiers and pioneers of commerce and trade as Sir Thomas Shaughnessy, Sir William Mackenzie, Sir Donald Mann, Sir John Jackson, His Grace the Duke of Sutherland, Lord Charles Beresford, Admiral Count Togo, Mr. Charles M. Hays, Mr. Charles Smithers, Mr. Thomas W. Lawson, Lord Northcliffe, Mr. Norton Griffiths, M.P., and many others of equal prominence in the world of commerce.

The Panama Canal will be open for traffic before the year 1913 has closed.

Joint Theological University

VIEW OF THE PROPOSED BUILDINGS AT POINT GREY

THROUGH the courtesy of the Rev. E. W. Stapleford we are able to give our readers an idea of the magnificent buildings that are projected at Point Grey, Vancouver, in connection with the joint Theological College to be established by the Methodists and Presbyterians. Owing to arrangements that had already been made the Anglican Church could not join these two denominations in this work.

The Presbyterian and Methodist Churches will co-operate by adopting the same style of architecture, and by building on the plan of one quadrangle. The lines of the fine dining-hall bear a strong similarity to New College Chapel, Oxford, and the pile in its entirety is dignified and in perfect taste. As will be seen, the buildings will form an addition of inestimable value to Vancouver, which at present possesses but few specimens of architecture in keeping with the size and importance of the city.

The Methodist Board of Governors was organized last year. The following officers were elected: Chairman, W. H. Malkin, Esq.; Vice-Chairman, J. A. Harvey, Esq., K.C.; Treasurer, R. W. Harris, Esq., K.C.; Secretary, Rev. E. W. Stapleford, B.A. The Board are at present occupied in raising $300,000 to carry out its share of the work. They say, "We plan to welcome to our hall not only theological students, but all of our young men who may attend the University, without regard to the course of study they pursue. In this way the wholesome influences of a Christian College will be thrown around our sons during the formative period of their lives, and we believe in the days to come it will be said that the glory of Ryerson College is the noble manhood she contributes to this young nation."

The name is a memorial to the Rev. Egerton Ryerson, D.D., who did so much for education and religious freedom in the early days of Canadian Methodism. The Rev. E. W. Stapleford is well known to the writer and this seems to be a fitting place to record that in the Secretary of Ryerson College the Methodist Church has a man of sterling worth, who literally devotes soul and body to his work.

VIEW OF PROPOSED BUILDINGS, SHOWING QUADRANGLE

ARCHIBALD, OF TORONTO, POLE VAULTING

By Adam Gordon

IT does not seem four years since I made friends with many members of the Canadian team at the Olympic games in London. I have no hesitation in saying that the impression I got of Canadians from these fine young men had great weight with me when I was making up my mind to seek a home in this country. Without a doubt there are many others in Canada today who can say the same. Britain never thinks meanly of any portion of her wide Empire. She knows that in every corner of the globe her sons are upholding the best traditions of the race. Why not? Has she not sent her best blood to every new land under the sun?

Crammed full of interest and excitement as that week of athletic struggle was, the most impressive moment of all was when the flower of the young manhood of many countries and many tongues marched in procession around the great stadium before the eyes of tens of thousands.

The manly beauty of a young athlete compels admiration and even affection wherever he goes. Michael Angelo's statue of David stands as a type of the sound mind in a sound body that is the ideal of every country and the monopoly of none.

So when all these young Davids of today, from Britain and the Britain's overseas, from the United States, France, Germany, Italy, Denmark, Norway and Sweden, marched before that equally cosmopolitan audience full tribute was paid to their graceful bodies, their rippling muscles, their clean-cut, sturdy limbs, and their youthful faces with clear, sane, understanding eyes.

That was a tribute paid by all to all ungrudgingly. But to Britons there was a moment of deeper feeling and a rush of pardonable pride when those of our own blood from across the seas came before us.

The Briton is rather stolid and hates to give any outward sign of deep emotion, but as Victor Hugo would say, this was a moment to make our entrails swell. Men who had been loud in their plaudits a moment before suddenly became silent. They were swallowing that lump which had risen chokily in the throat, and keeping back the tear that they were stupidly

J. L. HALBAUS, TORONTO, WHO WON THE QUARTER-MILE AT THE AMATEUR ATHLETIC ASSOCIATION CHAMPIONSHIP IN ENGLAND LAST YEAR

afraid would let the world know how affectionately they regarded the pick of the Empire's sons.

Is it any wonder that King Edward's queen, the peerless Alexandra, was frequently seen to smile through her tears on many occasions, while she sat in the Royal box that joyous, soul-stirring, nerve-straining, heart-clutching, exhausting week watching "her boys"?

Every day the spoils went to the victor, the race to the swift—the best man won. The fact that the best man was not always British, or American, or German, or French, or Greek, was a part of the lesson that the Olympic games were intended to teach.

That was a lesson which was learnt on the field by the athletes themselves. The greater lesson—the lesson to us in Canada, in South Africa, in Australia, in New Zealand and the Motherland—while it was not presented so vividly to those who stayed at home is none the less important. Although I hate to put it so crudely, yet I feel I shall be more generally understood when I say that the dollars spent in sending the Canadian athletes to the Olympic games form one of the best investments Canada ever made.

It is a remarkable fact that nearly every man on the Canadian team in 1908 was a member of the West End Y. M. C. A. of Toronto. That is a fact which speaks for itself and needs no elaboration.

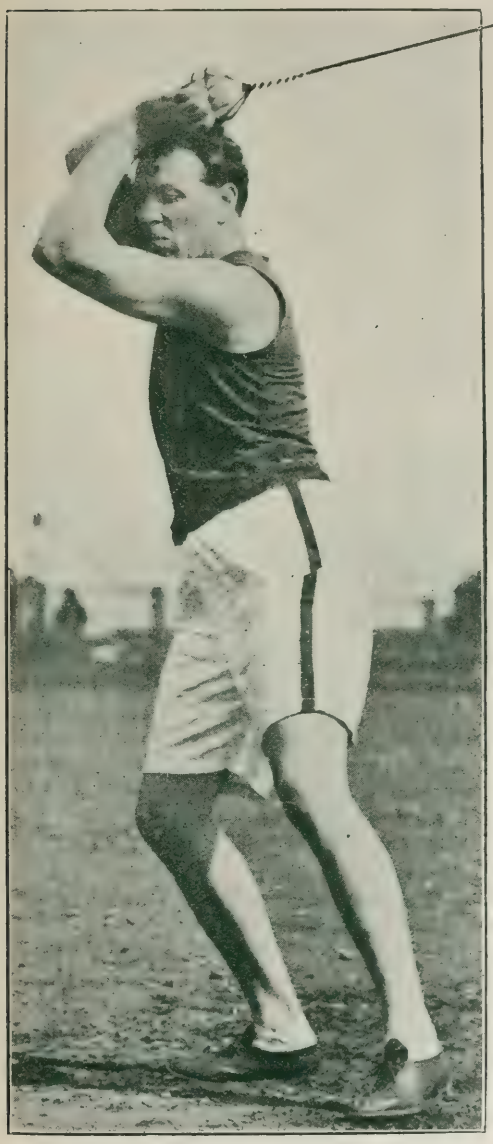
The manner in which they spent their spare time was an indication of what these young men mean to the Canada of the future. I had the pleasure of spending many hours with Ed. Archibald, Jack Tait, Bobby Kerr, L. Sebert, I. S. Parkes, C. Bricker and others on the team, and showing them round London.

The study of social conditions in the poorer parts of the great city was what interested them most. Archibald, who was president of the team, addressed a meeting of young men at the Regent Street Polytechnic. Apart from their athletic achievements they had a profound moral effect on all the young men they met. This may read rather Pecksniffian, but there was nothing Pecksniffian about the actual thing. Ask any of the many prospectors who have met Ed. Archibald during the past two years in the camps of Gowganda if there is anything Pecksniffian about him? Although he would not like me to say it—he is modesty itself — Ed. is the most popular man on the trail in Northern Ontario with all sorts and conditions of men and an influence all to the good wherever he goes.

Not many people know that the Marathon race spoiled Archibald's chance of winning the pole vault for Canada in 1908. As president of the team Archibald took a

ED. ARCHIBALD, OF TORONTO, HOLDER OF THE CANADIAN POLE VAULT RECORD, WITH A VAULT OF 12 FT. 5 IN.

great personal interest in the other members, advising them in matters of training, putting heart into them when they met with reverses or felt discouraged, and generally seeing to it that every man was cheerful and enthused and in perfect trim. This task was no small strain on Archibald, and in addition he had to keep himself in first-class condition. The final of the pole vault event was scheduled to follow the Marathon race. No one who was not present on that occasion can understand the exhausting nature of the long wait between the gun that announced the start of the Marathon from Windsor and the moment when Dorando staggered into the Stadium.



D. GILLIS, OF VANCOUVER ATHLETIC CLUB, ONE OF THE FIVE CANDIDATES FROM BRITISH COLUMBIA IN THE OLYMPIC "TRY OUT" AT MONTREAL. GILLIS HAS THROWN THE 16-LB. HAMMER 190 FEET AND THE DISCUS 168 FEET. HE IS THE HOLDER OF THE PACIFIC COAST CHAMPIONSHIP FOR 1911.

As the leaders passed each mile mark a gun was fired and announcements were made to the waiting thousands. Excitement was at fever heat. Women fainted. Strong men turned pale. Rumors—invented by whom heaven only knows—passed rapidly round the packed stands. Some one started the story that Longboat had fallen dead about the middle of the race. A motor-car came into the arena and Longboat was lifted out certainly looking more dead than alive. Archibald could not find out definitely if Longboat was injured or not. Imagine the state of mind Archibald was in! After Sherrings' victory in the Marathon race at Athens, Canada was in a sense out to defend the title, and that there should be more feeling about the race on the part of the Canadians was only natural, especially as Sherring himself had acted as a coach to the team while they were in England. The fact that Archibald had soon to make his final effort to win the pole vault for Canada was enough to occupy his mind. Trained to the minute he could not withstand the added strain of unusual excitement and emotion.

Dorando finally staggered into the Stadium and the excitement of tens of thousands of spectators reached its climax in a huge roar—partly of relief and mostly of sheer hysteria. The Italian had a white cloth round his head and presented a ghastly spectacle as he fell on his face and struggled unaided to his feet several times before he reached the tape. Many people were in tears, and everybody was affected to the point of exhaustion. Archibald had hoped to see one of his team arrive first. Next Hayes came in, then a third man, a fourth, and a fifth, and then the first Canadian competitor arrived.

GEORGE GOULDING, WHO HOLDS ALL THE WALKING RECORDS OF CANADA FROM ONE UP TO TEN MILES, AND SEVERAL WORLD'S RECORDS BESIDES

By this time the excitement was over and the re-action had set in. Archibald became physically sick and retired to his dressing-room. His responsibility as president of the team, his personal anxiety to see one of his boys win the Marathon, the shock that he sustained from the rumor of Longboat's death, and the unusual strain of being surrounded by tens of thousands of excited spectators had lost the pole vault for Canada. When the time came for his final effort he was not physically or mentally in good condition.

Archibald does not give this reason for his defeat. Like a good sportsman he lost and there was an end of it. There were no "ifs" or "buts" about it from him, but I think this statement of the facts of the case may very properly be published at this date.

As we go to press, before the final selection of the Canadian team this year is made public, I cannot say anything about the individual members who will go to Stockholm this month. I hope this time that British Columbia will be represented. But whoever the fortunate ones may be, I know that Canada will once more demonstrate through her athletes that she has blood and muscle and brain second to none and better than most.

British Columbia is sending five men to the final tryout at Montreal, and we all hope that some of them at least will represent Canada at Stockholm.

The original Olympic games were held at Olympia in Greece, and were in the nature of a pagan festival in honor of Zeus. There are several traditions as to the origin of the games, but we may take it that they were "a central expression of the Greek idea that the body of a man has a glory as well as intellect and spirit, and that the body and mind should alike be disciplined, and that it is by the harmonious discipline of both that men best honor Zeus." The first record of the victors at the Olympic games begins in 776 B.C. The festival ceased to be held after 393 A.D.

Exercises of a Spartan type—testing endurance and strength with a view to war—had almost exclusively formed the earlier programme. Later more spectacular events, such as chariot races, horse races, wrestling and boxing were added. In addition to these there were leaping, quoit throwing, javelin throwing and running.

The modern Olympic games are hardly

BOBBY KERR, OF HAMILTON, CARRYING THE MAPLE LEAF. KERR HOLDS THE CANADIAN AMATEUR RECORDS FOR 50, 100 AND 220 YARDS. HIS TIME FOR THE HUNDRED IS 9 4-5 SECONDS. ON THE LEFT OF THE PHOTO IS REGGIE WALKER, OF SOUTH AFRICA, WHO WON THE 100 METRES AT THE OLYMPIC GAMES IN 1908

a revival of the old Greek festival, except insofar as they carry out the Greek idea of developing a sound mind in a sound body. There are several elements such as the promotion of international good-feeling and setting a higher standard of sportsmanship that occupy a larger place in the purposes of the Olympic games of today. The following statement by Baron Pierre de Coubertin explains the aims and methods of the Olympic games that are held today:

"At my request and in agreement with the plan I placed before the International Congress, which was assembled at the Palais de la Sorbonne in Paris, it was determined on the 23rd June, 1894, to revive the Olympic games, and resolved that they should be held every fourth year in one or other of the great capitals of the world. In order to superintend and develop the duties of the institution a permanent International Olympic Committee was appointed, with power to fill any vacancies that might arise in the course of time, so as thereby to be independent of organizations already existing, and their rivalry. This was in pursuance of endeavors long thought of and long prepared. I have elsewhere explained the reasons why I considered such a revival of the Olympic games in a modern form to be of advantage for athletics—too many injurious and unprincipled elements threatened to annihilate true sportmanship; the Olympic games were the necessary remedy.

"The International Olympic Committee has not betrayed the great task with which it was entrusted. Every year has given it increased reputation and increased strength, and by its efforts there have been celebrated the five first Olympiads (Athens 1896, Paris 1900, St. Louis 1904, London 1908, Stockholm 1912), under conditions which have often been difficult, but which have been overcome in a most brilliant manner. It has met every year in different countries under the patronage of the rulers of those lands, and has been received in a most flattering way by the authorities. It has been an element of peace and union for rival associations which were very often hostile to each other.

"The committee has at present 45 members belonging to 31 different countries. Five of the founders still remain at their post; besides myself there are Professor W. M. Sloane (United States of America), Colonel V. G. Balck (Sweden), E. Callot (France), and Dr. Iiri Guth (Bohemia). Amongst those whom death has taken from our midst, General von der Asseburg (Germany) and Sir Howard Vincent (England) live in immortal memory. I salute them when I call to mind these names which are so dear to us.

"As was said above, the International Olympic Committee is a permanent one and renews itself in such a way that there is at least one member, sometimes even three or four, for every land that is represented. The number of the countries that can be represented is unrestricted. The members are regarded as the delegates of

C. D. BRICKER, OF TORONTO, HOLDER OF THE CANADIAN RECORD FOR BROAD JUMP WITH A DISTANCE OF 23 FT. 8½ IN.

the International Olympic Committee to the sporting and athletic associations in the respective countries. They are not allowed to be entrusted by these associations with any commission calculated to bind them more than as individual members of the committee or than can influence their independence in voting. They are chosen for an unlimited period.

The task of the International Olympic Committee is not only to secure the regular celebration of the games, but also to form plans, or to organize all the measures, which may serve to increase the reputation of athletics and to lead them along the desired paths. With this purpose in mind congresses have been held at Havre (1897), Brussels (1905), Paris (1906). The congress at Havre, at which the President of the French Republic was present, discussed questions concerning hygiene, morals and athletic pedagogics. The congress at Brussels, which was held under the patronage of King Leopold II, treated the question of athletic technics. The congress of 1906 renewed the bands existing between art, literature and sport. On this occasion the important resolution was passed that to every future programme of the Olympic games there should be added five competitions, viz.: in architecture, painting, music, sculpture and literature. These competitions are open to works that have not previously been made public and which have been directly inspired by sports. In 1911 the International Olympic Committee discussed the plan of a "Modern Olympiad" and for this purpose has arranged a competition in which the architects, Messrs. Monod and Laverriere, of Lausanne, were the victors.

"It is in Lausanne, too, that a new congress is to be held in 1913; on this occasion it will be scientific in character and will be devoted to the study of questions in the domains of physiology and athletic psychology. Finally, the International Olympic Committee has determined to celebrate the 20-years' anniversary of the revival of the Olympic games by a congress

ED. ARCHIBALD PROSPECTING IN NORTHERN ONTARIO

M'CONNELL (VANCOUVER ATHLETIC CLUB) AND BEASLEY (JAMES BAY ATHLETIC ASSOCIATION, VICTORIA) TWO MEMBERS OF THE BRITISH COLUMBIA TEAM IN THE OLYMPIC "TRY-OUTS" AT MONTREAL. M'CONNELL CONSISTENTLY MAKES THE 100-YARDS IN TEN SECONDS

JACK TAIT, OF TORONTO, A FIVE-MILER ON THE 1908 OLYMPIC TEAM

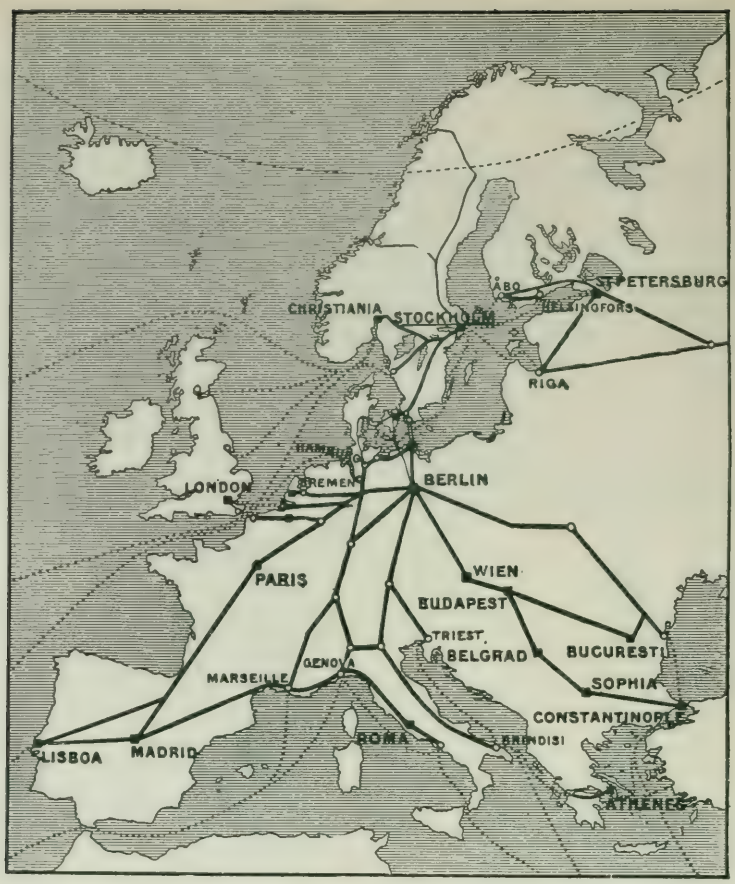
in Paris in 1914 to which delegates from all the national Olympic Committees will be called for the purpose of drawing up fixed and definite rules for the celebration of the Olympiads. This grand memorial celebration will precede the holding of the sixth Olympiad, and will be a worthy completion of the immense work which the International Olympic Committee has performed since its institution in 1894.

"As the author of the revival of the Olympic games and as the president of the International Olympic Committee, it is my privilege to here express to my colleagues the deep feelings of gratitude which I entertain for their valuable, faithful and untiring assistance. It is our friendship and our unity that have given us strength."

The fifth Olympiad will be held June 29 to July 22, and is being arranged by an Organization Committee, the members of which consist of equal numbers of representatives of the National Association of the Swedish Gymnastic and Athletic Clubs, and of the Central Association of Sweden for the Promotion of Athletics, which latter association has for its chief object the economical support of athletics.

The Olympic games of Stockholm will be held in the permanent Stadium, which has been erected during the years 1910-1911, in accordance with the drawings of Mr. Torben Grut, the architect, and at an expense of about £50,000.

The Stadium is built of grey-violet



MAP SHOWING THE NEARNESS OF STOCKHOLM TO THE GREAT CENTRES OF POPULATION IN EUROPE. THE OLYMPIC GAMES WILL BEGIN HERE ON JUNE 29

Swedish brick and undressed granite. The plan shows a typical amphitheatre in the form of a horseshoe magnet, only the arena being open to the sky. The two arms of the building rest against a rocky slope at the north, being there built into the hill by means of two watch-towers, behind which lie the administrative buildings on the flanks of the sloping back-ground.

The arena contains a football field, places for the jumping and throwing competitions with, round all these, a running track, the inner circumference of which measures 383 metres.

The Stadium will become a centre for northern athletics and it will also be a forum for open-air festivities of every kind. As its acoustic properties are excellent it will be possible to have choir festivals, public meetings and open-air theatrical representations there. During the Olympic games there will be room at the Stadium for 25,000 spectators.

The following facts will be useful for reference with the Olympic records that will be made at Stockholm:

100 yards, *R. E. Walker, South Africa, at Abergavenny, Eng..... .09 2-5
440 yards, *M. W. Long, N.Y.A.C..... .47
1 mile, W. G. George, England..... 4.12 ¾
1 mile walk, *G. H. Goulding, Toronto 6.25 4-5
10 miles, Percy Smallwood (Wales), Pittsburg, Pa., June 19, '09.....50.22
440 yards hurdle, J. L. Davis, Melbourne, Australia ..... .58 1-5
16 lb. shot, Ralph Rose, Olympic A.C., San Francisco, at Queenstown, Ire.51 ft. 1½ in.
56 lb. weight, *J. Flanagan, N.Y.A.C.42 ft. 0 in.
16 lb. hammer, J. Flanagan, I. A. A.C., Celtic Park .....184 ft. 4 in.
Running long jump, *Patrick O'Connor, Kilkenny, Ireland.....24 ft.11¾ in.
Standing broad jump, J. T. Cook and C. Allen, I.A.A.C.....12 ft. 3 in.
Standing high jump, *Ray C. Ewry, Buffalo, N. Y..... 5 ft. 5¼ in.
Fole vault, *L. S. Scott, Stanford, Cal. .....12 ft.10⅞ in.
Throwing the discus, *Martin J. Sheridan, I.A.A.C., N.Y.....143 ft. 4 in.

*Amateur.

"T-B"

By "Traveller"

WHAT would your feelings be if your doctor told you that you were attacked by tuberculosis? It is one of the most appalling disasters that can befall a human being. The fear that it instills in the very soul of the victim often paralyses those qualities of mind by which it can alone be successfully fought. In Vancouver last year there were 137 cases of tuberculosis. This is fortunately not by any means a high proportion, but nevertheless the presence of the scourge in our biggest city to even this extent is a matter for the grave consideration of every man, woman and child in British Columbia. The disease is so secret and insidious in its early stages that it is more of a menace to the community than almost any other communicable disease. There may be many people that we meet each day who are capable of communicating the germ to us or to those who are dear to us. It is very important therefore to you personally to know what you can do to help those who are afflicted, and by doing it to diminish the risk to yourself, your family and your friends. In his report to the medical health officer last year Dr. E. D. Carder, in charge of infectious diseases, concludes as follows:

"The lack of any effort on the part of physicians to report cases of pulmonary tuberculosis is very noticeable, and a reminder of their obligations in this respect would doubtless be effective."

This is a very grave indictment and one hopes that the physicians have needed no further reminder than this statement in the annual report.

In every civilized country organizations of public-spirited people are doing everything in their power to stamp out the white plague. The fact that we never hear of anti-measles or anti-typhoid societies, and that anti-tuberculosis societies are increasing, is sufficient evidence of the relative danger to the community of this horrible scourge.

I have before me the fifth annual report of the directors of the Anti-Tuberculosis Society of British Columbia. The names on the list of officers guarantee that the society is being conducted in the best interests of the public. I would suggest that our readers write to the secretary, C. J. Fagan, Esq., M.D., Victoria, for a copy of this report.

By the courtesy of the society we are able to give in our pages some photographs illustrating what is being done for consumptives at Tranquille, B. C.

The report states that 170 patients were treated at the King Edward Sanatorium, Tranquille, last year. Ninety were discharged, and on December 31, 1911, there were 80 patients in the sanatorium.

Of the cases treated 34.4 per cent. were discharged as apparent cures, 31.2 per cent. had the disease arrested, 34.4 per cent. were unimproved. This is satisfactory and clearly shows what can be done for consumptives when treated in the early stage. In dealing with advanced cases a large percentage of satisfactory results cannot be looked for under present conditions. This has made it necessary to separate the advanced cases from those in an incipient stage. To do this the government has rendered the society liberal assistance.

On a beautiful site, facing south on Kamloops Lake, a new building has been erected which has accommodation for 49 patients, 4 nurses and 12 attendants.

With regard to the finances, every facility is provided by the society for the public inspection of accounts. The difficulties of carrying on the work are great. Since the commencement the finances of the

KING EDWARD SANATORIUM, KAMLOOPS, B.C.

society have been strained to the limit. There is a deficit of $4,239 on the maintenance account for last year.

It is hardly conceivable that the people of British Columbia will withhold the assistance necessary to enable the society to carry on the task of stamping out consumption in the province.

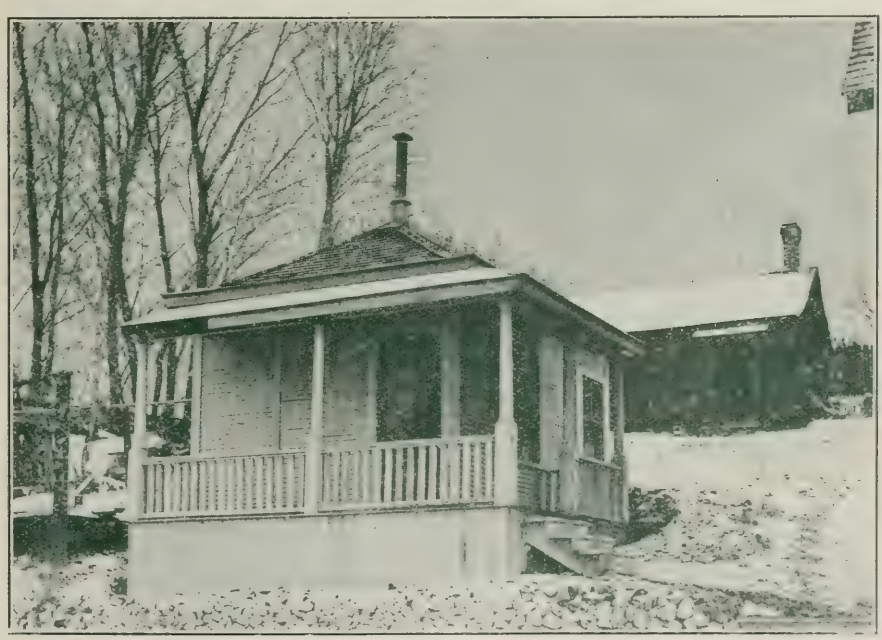
We ask all our readers to do something, however little it may seem to them, to pro-

DINING-ROOM, NEW BUILDING

RECREATION-ROOM, KING EDWARD SANATORIUM

vide the money that the society requires.

There are branches of the society in Victoria, Vancouver, New Westminster, Kamloops, Comox, Mission City, Surrey Centre and Nelson. These branches are in charge of ladies and gentlemen who give their time ungrudgingly to the task of raising funds. By securing new members and organizing entertainments of various kinds the branches have collected the bulk of the



BRITISH COLUMBIA'S FIRST CONSUMPTION HOSPITAL. BUILT 1896.

AMATEUR GARDENERS. SOME OF THE PATIENTS AT WORK.

nearly $100,000. More than this is needed, and as time goes on the expenses will no doubt increase. We suggest that our readers who are not already members of the society apply to the secretary, C. J. Fagan, Esq., M.D,. Victoria, for particulars, or forward a contribution to the funds.

This is one of the most deserving organizations in Canada and it is a positive duty for you to help support it.

OPENING OF KING EDWARD SANATORIUM, KAMLOOPS, B.C., AUGUST, 1910

Planting the First Post

IN earlier issues of this magazine we have described the aims of the Canadian Highway Association to bring into being a national highway that will stretch across the continent from Alberni, Vancouver Island, to Halifax on the Atlantic. Many portions of this highway are already constructed and the Association is working to link them up until there is a continuous ribbon of road from west to east.

On May 4, Mr. W. J. Kerr, President of the Canadian Highway Association, planted the first post that will indicate the line that the great highway will follow. At the foot of Johnston Street, Alberni, in the presence of a vast gathering, the sign bearing a little arrow pointing eastward was erected as a tangible indication that the Association have begun their important work. Through the courtesy of Mr. P. W. Luce we are able to give our readers a photograph of Mr. Kerr on that occasion and some glimpses of the beautiful section of the highway as it runs from Alberni to Nanaimo. Halifax was represented in the person of the Rev. J. Carruthers. Amongst the speakers were W. W. Foster, Esq., Deputy Minister of Public Works, Mayor Beckwith of Victoria, Mayor Shaw of Nanaimo, the president of the Seattle Automobile Club, and many other prominent people.

The approach to Alberni is a long regular slope which ends on the banks of the Somas River, where the salt waters of the Pacific may be said to last lave the western shores of Vancouver Island. Alberni is a little old-fashioned town, built by the pioneers of British Columbia about 1886. Don Pedro Alberni, a Spanish officer, sailed up the canal which bears his name in 1719.

The first scenic spot reached in the Nanaimo-Alberni run is when Nanoose Harbor comes into view. This is an arm of the Straits of Georgia that runs inland for about two and a half miles, and is probably half a mile wide. It is almost a sheer drop from the road to the shore, but the panoramic view obtained from the beach is well worth the descent. Across the harbor the cliffs on the bank rise to almost precipitous heights, while to the east is the sweep of the gulf, dotted with islands seemingly dropped here and there, carelessly, by the hand of tired Jove. Overhead thousands of sea-gulls hover, swooping ever and anon to snatch from its watery home an unwary fish that has ventured too near the surface.

An automobile road skirts the south shore and scarce can find room for itself on the edge of rocky Mount Arrowsmith (6200 ft.), the highest peak on Vancouver Island, a giant stern and forbidding, covered here and there with scraggy jack-pine and an occasional patch of green timber, but for the most part a bare mass of rock. At one point along this lake the road seems to enter into the very depths of the mountain, and it is only when within a few yards of a sharp turn that the traveller can realize that the end is not yet. The finest timber on this run is seen a short distance from the head of Cameron Lake. For several miles one travels through a veritable tunnel of giant trees.

The work of completing the highway will be prosecuted vigorously by the Canadian Highway Association. Anyone wishing to assist in the task should write to Mr. P. W. Luce, New Westminster, for particulars of membership.

W. J. KERR, ESQ., PRESIDENT OF THE CANADIAN HIGHWAY ASSOCIATION, ADDRESSING THE SPECTATORS WHO SAW HIM PLANT THE FIRST SIGN POST ON THE NATIONAL ROAD AT ALBERNI, VANCOUVER ISLAND

THE CANADIAN HIGHWAY BETWEEN ALBERNI AND NANAIMO FOLLOWS A COURSE OF GREAT SCENIC BEAUTY. OUR PHOTO SHOWS THE ROAD SKIRTING CAMERON LAKE

BETWEEN ALBERNI AND NANAIMO THE CANADIAN HIGHWAY IS BORDERED FOR MANY MILES BY MAGNIFICENT TIMBER

The Ruler of the King's Navee

A PHOTOGRAPH of the First Lord of the Admiralty and his wife. Mr. Churchill has had an eventful career as a soldier. He took part in five campaigns before he was thirty. His policy since he has been at the head of the navy has made him unusually popular, particularly with the Unionist party. He is said now to have a much better chance than Mr. Lloyd-George as a successor to Mr. Asquith. In fact, it is rumored that if the Liberals do not make him Premier he can have that office at the hands of the next Conservative government if he wishes. Mr. Winston Churchill is very much the man of the moment in the Old Country. His mother is an American and his father was Lord Randolph Churchill.

Courtesy of the Daily Province

A SKETCH of the Premier made during his recent visit to England. While in the Old Country the Honorable Richard McBride was received in private audience by His Majesty the King. He was also the guest of the First Lord of the Admiralty at Weymouth on board the Admiralty yacht during the naval review.

(*The sketch was made by Mr. R. G. Matthews, a clever young Canadian artist who is now in England executing commissions for the leading illustrated papers.*)

Editorial Comment

OUR "BABY NAVY" MUDDLE

BEYOND all question the Canadian Navy problem is of more vital interest to the people of British Columbia than to those of any other part of Canada, or indeed to those of any other part of the British Empire. Whatever may be said of the interests of those who gaze proudly on their golden wheat-fields in the Prairie Provinces and reflect that the Provinces have no enemy that will ever bombard their straw-piles, whatever a Navy may do in the future for the protection of their grain in transit—to British Columbia, facing the awakening Orient, this question is one of life or death. It is one which every British Columbian should consider as a vital and personal question.

There are several considerations which should be taken account of, and several conditions which must be laid down as fundamental, before any satisfactory conclusions can be reached between Great Britain and Canada on this subject. Obviously, the first one is that the British Empire cannot handle a lot of little navies. There must be one British Navy, and that must be an Imperial Navy. At the present moment, of course, there seems to be a serious objection to this plan. The British Navy seems to have its hands full in the North Sea and the Mediterranean. The Pacific squadron has been withdrawn from our ocean, and it no longer protects our seaboard for our rapidly-expanding commerce. Already Vancouver is the largest shipping point in Canada, much exceeding that of Montreal, and this is only the forecast of what the Panama Canal promises to both Vancouver and Victoria, which are soon, with other British Columbian ports, to be among the great shipping ports of the world.

British Columbia is not a separate dominion, and therefore whatever is of vital interest to us is of vital interest to Canada and to our race. Another vital and imperative element in the present Navy question, therefore, is that there must be a Pacific Navy. Obviously Canada is not able to build a Navy adequate to meet the menace of the East, and if there is no menace, then why a Navy at all?

In an article in *The Outlook* of May 4, Mr. Beckles Willson gives an interesting summary of the facts which have led to the present naval situation of Canada and the visit to London this month of Mr. Hazen to consult with the First Lord of the Admiralty and to present to him Canada's naval proposition.

Dating from, and in spite of, the Imperial Conference of 1907,

when the resolution for naval help from the Dominions oversea was withdrawn through the opposition of Sir Wilfrid Laurier, the demand for naval participation on the part of the Dominion grew, until in 1909 it was laid down that a contribution by Canada to the British Government would not be a satisfactory solution of the problem of naval defence. Then came the decision of the Laurier Ministry to build a Canadian Navy. This had the temporary approval of Mr. Borden, until perceiving the opposition of the French-Canadians, he shelved the question by declaring "it would be the height of unwisdom, and not in the interest of a united Empire, that any great scheme of permanent co-operation should be forced on the people of Canada without first affording them an opportunity of pronouncing upon it." "But," says Mr. Beckles Willson, "in many quarters it is held that a referendum would be a grave mistake. . . . The opportunity should not be given of registering the vote of one single Canadian who would not be willing to co-operate with Great Britain in her new aspirations for Canada and the other sister nations." He sums up the present proposal of the Canadian Ministry: "It is to call for tenders for the building of two first-class cruisers of the Dreadnought class, which, when built, at the Dominion's expense, are to be regarded as the Canadian contingent to a special overseas squadron. The operations of this squadron are to be controlled by a special Imperial Board of Admiralty. . . . From Ottawa there will go forth a circular to the other Dominions notifying them of Canada's sentiments, namely (1) that autonomy in naval matters is essential; (2) that representation at the seat of supreme control is imperative."

As an example of the opposition of the French-Canadians, Mr. Beckles Willson quotes the resolution passed at a meeting presided over by Mr. Lavergne, and attended by Mr. Monk: "We blame the Federal Government and the parliamentary majority, who have imposed on Canada this new naval law, who have launched the country into the vortex of militarism previously denounced with such energy by Sir Wilfrid Laurier, who have endangered the peace of Canada, and deflected towards the construction of murderous engines and the preparation of bloody wars the millions destined to the development of our agriculture and of our ways of transportation."

It seems almost incredible that such a short-sighted and narrow-minded policy can be possible on the part of Canadians. One would not have felt so indignant had it been the view of a certain section of the people of the British Isles, who, unfortunately, have as yet no conception—although a suspicion is struggling toward the status of an idea—of the new problems arising in the Pacific around our Pacific possessions, and demanding urgently a speedy and adequate system of defence.

Mr. Monk's allusion to the "vortex of militarism" which is endangering the peace of Canada, is the specious cry of every Little

Englander, and every Little Canadian. For such to assume that they are the only lovers of peace is unwarranted. We belong to those who believe that the best guarantee of peace is preparedness for war. A "vortex of militarism" is nothing of our choosing. It is a condition which world events have thrust upon us. Those nations that do not accept the condition and meet it frankly and manfully will find themselves at the bottom of the vortex. The man who cannot see the necessities of national defence cannot read the signs of the times. The man who cannot read the signs of the times is no statesman, but a pandering politician, and has no right to assist in misleading nations at the head of public affairs. Emerson once gibed at those harmless creatures who were represented in the man with the "look of supplication on his countenance." He is the prey of every bully he meets. He is the victim of every highwayman—the man who will not defend himself, and who looks the part. It is so with British Columbia and with Canada, through British Columbia, and with the British Empire through Canada. It will be a sad day for the human race when the British lion roars forth with a "look of supplication on his countenance." That day will mark the downfall of British supremacy.

Let us have a Pacific Navy.

Let it be an Imperial Navy. Indeed, we think it must be. But let us make it plain to Great Britain that what in any event we must have, and have now, is adequate defence for British Columbia's coast and commerce.

* * *

PORTENTS

WE are presenting an article this month on the labor unrest in the United Kingdom, written by Lawrence Jackson, Esq., a young railroad man of promise in Hull, England, who is also one of the younger leaders of the advance sociological movement in Great Britain, and who is certain to be one of those whom we are likely to hear from when his time comes. We are publishing this article not because we agree with the standpoint, for frankly we do not, but because it is so moderate a presentation of the point of view which we are used to associate with "tearing a passion to tatters." Unless we learn to distinguish between this method and this spirit of the newer school, and the other which leans heavily toward anarchy and revolution, and unless we deal fairly and reasonably with those who are willing and able to treat great and vital issues with so much reserve force and consideration, we will alienate ourselves entirely from the operative classes and their cause.

Let us drop the partisan spirit and all prejudices for and against shibboleths and catch-words of every kind and admit this: That the operative classes of the world have a cause and a mission. There is no hope for the future of the industries of Christendom

unless in some way those who do not belong to the operative classes espouse their cause and refuse to antagonize their mission.

We are outlining elsewhere in a review of "The Land of His Fathers," by A. J. Dawson, Esq., views which are more in keeping with the writer's point of view, but it is because Mr. Dawson has seen, and that clearly and indeed unmistakably, that something radical must be done that he has made his book a message to the Anglo-Saxon races. Mr. Dawson strikes the keynote of the hour through a speech of one of his characters in which he says: "Gentlemen, the conviction borne in upon me is that we are past the safety line so far as mere watching and waiting are concerned. I speak after much thought and after a very close study of some sections of the lower strata in London life, and I give it to you as my conviction that the safety line is behind us. We are waiting at our peril, at England's peril, at the peril of our race and empire. We wait over a charged mine, an unprotected magazine in an atmosphere full of sparks, aye, and of fiery portents, gentlemen. I have watched and watched and studied and thought, and perhaps I am wrong, but I am bound to tell you of my conviction. It is in my very bones and I dare not be silent. I am certain that if ever there was a period of safety with inaction it is past. We have to go forward or go under."

This message of Mr. Dawson's is timely and fundamental and must be heeded. There are strange portents in the air, throughout the whole world. It is not confined to our international relations or their complications. They are all about us in the everyday relations of our lives, and involve our industries and commerce and everything that pertains to us from morning to night and from night to morning, and for us to sit longer idle without making some kind of an attempt to meet the demands of the more reasonable of those who speak for the dumb millions is to hasten the day which will chronicle the suicide of Christendom.

The writer has been in England during the whole period of the recent coal strike. The one phase of it which has impressed him more than any other, or indeed all others, is the quiet good-nature with which the strike has been handled by the British laboring men in time of great stress and suffering. Every day we read of the strikers coursing their birds, or playing football, or going to the picture palaces, or to the seaside for recreation which they had not been able to indulge in for a long time—and with well over a million men out of employment, with all of the immediate and disastrous consequences which must have fallen upon the poorer classes, there was hardly a disturbance or a case of violence in the United Kingdom. This phenomenon is a spectacle and an example to the world which should be the pride and glory of the British race—this unexampled and unheard of thing that with so profound an economic disturbance, and with, at least from their standpoint,

so much cause or justification for violent speech or action, the splendid conservatism of the British race stood forth exemplified in her operative classes. Let the labor world of Canada and the United States take their lesson and let us assure them they will get what they deserve more quickly through those means than through the criminal and dastardly outrages which have marred their history. At this point, among the many good things which have been said, appeared the following in an editorial in the Manchester *Guardian,* one of the leading and most influential papers in Great Britain: "The working classes by silent endurance have made the most effective and most dignified rejoinder to the bitter taunts and invective that are too often heard on the lips of the well-to-do. They have shown themselves possessed of qualities which, as economic conditions improve, must surely fructify to better things and a higher civilization than we have yet known."

WORLD POLITICS

The Labor Unrest in the United Kingdom

By L. C. JACKSON

JUNE 14, 1911, was a red-letter day in the history of the United Kingdom. To most people the day itself passed by without any strange circumstance or momentous change. The morning newspapers called for little comment, being, if anything, dull and uneventful. It is true that one read of a seaman's strike consequent upon a refusal of higher wages and the recognition of a union, but there seemed nothing to warrant apprehension in this. A short paragraph dealt with the situation to which little importance was attached.

Nevertheless, June 14 was a red-letter day, its prominence being due to the strike on the part of the seamen. To appreciate this it is necessary to understand the nature of the events which followed, of which a brief outline may be given. Contrary to expectation, the strike spread rapidly, until every large port in the kingdom was affected. Ships were held up and the work of the docks was in consequence seriously impeded. With determination the men held together until it became evident that a strenuous conflict must take place. What was more momentous still, a spirit of restlessness began to show itself among other sections of labor, particularly among the transport workers on the docks. Eventually this restlessness was shaped into active discontent. With little notice and less organization the transport workers at Liverpool, Hull, Cardiff and other ports came out in sympathy with the seamen, formulating, at the same time, demands of their own. This, of course, brought about a very serious dislocation of trade, which was accompanied by ugly demonstrations and riots on the part of the men. Recognizing the necessity for action, the government interfered in the dispute through the board of trade. Mr. Askwith, an official of the board, called meetings of employees and representatives of the men, which proved successful in bringing about some measure of peace. Concessions were first made to the seamen, giving to them an increase of wages and the recognition of their union. With these concessions the seamen were satisfied, but declined to go

back to their work until the demands of the transport workers were met. With the two bodies of workers standing side by side these demands in a large measure were enforced and by the end of July a pretty general settlement had been arrived at.

At London, however, there was still a difficulty to be faced. The transport workers had not as yet come out on strike but somewhat abruptly did so at the beginning of August, 80,000 men, chiefly composed of workers on the docks and carters, became involved in the dispute, quickly bringing about a paralysis of the transport facilities at the docks and in the city. By the middle of the month, however, the strike came to an end, the victory as in other places finally resting with the men.

It was with some measure of relief that the country received the news of the settlement of the London strike, although it was apparent that the end of the industrial warfare had not yet been reached. The railway men particularly were very unsettled. Amongst them discontent had been in evidence for some time past as a result of grievances of a very real and tangible kind. This discontent was quickly fanned into flame. An outstanding grievance of the men was the refusal of the railway companies to recognise their union and this grievance was seized upon to bring about a strike. With precipitation the union demanded recognition within twenty-four hours, backed up, of course, by the threat of a national stoppage. Naturally enough this demand was met with a refusal and a general railway strike was forced upon the country, involving the withdrawal of the labor of some 200,000 men. The effect of this was immediate, as it was only with the utmost difficulty that a very restricted passenger service was run, whilst the goods service was practically brought to a standstill.

With disorder everywhere prevailing the military were called out to guard the railways and protect the few men who remained to work them. But in spite of all the efforts which were put forward there was utter confusion and chaos. The board of trade once more intervened and after prolonged conferences succeeded in bringing about an agreement between the companies and the representatives of the unions by the promise of a commission to consider and report upon the question of recognition. The men thereupon returned to work, although it was with a certain amount of reluctance that they did so, grumbling at the terms of the settlement arrived at. However, a partial recognition of the union followed in due course, and, what was more important still, an advance in wages in many of the grades of railway service. Thus the end of the important strikes of 1911 was reached and the trade and commerce of the country resumed its normal course.

The year 1912 was, however, destined to open with the same manifestations of discontent and industrial strife as the previous year had witnessed. The miners, stirred by the spirit of revolt, put forward a demand for a minimum wage and gave notice of their intention to cease work if the minimum wage was not conceded. This demand on the part of the miners was the outcome of the old, long-standing grievance of the "abnormal place," a term which signifies a place where unusual difficulties existed in getting coal. The miner whose earnings are governed by the tonnage of the coal he raises claimed the right in working in an abnormal place to a fixed remuneration for his labor. Protracted negotiations with the mine owners followed upon the demands of the miners, but an agreement was not come to, and by March 1 there was a general stoppage of the mines of the country. This again brought about the intervention of the government. The Prime Minister entered into the conference with the disputant parties, and, as a result of a consideration of the arguments put forward by both sides, announced on behalf of the government an acceptance of the principle of the minimum wage, giving notice of his intention to introduce legislation to establish this principle if it became necessary to do so. In the endeavor to avoid such legislation further conferences took place, but they turned out to be fruitless in consequence of a refusal of a section of the mine owners to recognise the minimum wage in any shape or form. An Act of Parliament was therefore passed and this proved successful in bringing the strike to an end, although it did not by any means give entire satisfaction to the men, who wanted the govern-

ment not only to establish the principle but fix the wage, instead of leaving this to district boards, as provided for in the bill. In all, the strike lasted between five and six weeks and again indicated the widespread nature of the unrest amongst the working classes. At the same time, it demonstrated in a more remarkable way than any other strike the strength and solidarity of labor. Over one million workers laid down their tools, bringing about a paralysis of trade, which it is estimated threw out of employment another million workers. Naturally, such an upheaval as this caused an enormous amount of hardship and suffering, bringing large numbers of people to the verge of starvation. For the most part the hardship and suffering were silently and stubbornly endured, the breaches of law and order being few and unimportant. Everywhere there was evidence of a restraint, discipline and organization amongst the working classes, which, in its intelligence and power, gained for them a greater victory than that which has been embodied in the legislation of the government. In this greater victory, there is the foreshadowing of the future triumph of democracy, the significance of which is but faintly and dimly realised at the present time.

Such, in brief outline, is the history of the strikes of 1911 and 1912. From this the significance of June 14, 1911, will at once become apparent, proclaiming as it did the advent of an industrial warfare which has no parallel in history. The outstanding characteristic of this warfare has been the growth of national and sympathetic strikes in the place of local and sectional ones. Starting out from small beginnings, these strikes spread from one section of labor to another in more or less of a sequence, bringing into existence a social problem which is without doubt the most serious and vital problem of the present age.

Face to face with this widespread and determined revolt on the part of the working classes, the question at once arises as to the causes which have led up to it. In almost every case one plea has been put forward as a justification for this revolt. It has been urged that the cost of living has increased enormously during the last few years, whilst wages have remained almost stationary. This assertion is undoubtedly true and has carried considerable weight with it in the industrial crisis through which the country is passing. Nevertheless, it would be foolish to put down the revolt of the working classes to this one factor. In reality they make a more general complaint than this. They are dissatisfied with our present social organisation as a whole and are challenging its moral and economic basis at every point. Why, they ask, are the few so rich and the many so poor? How is it that they, as the working class, are denied a fair share of the national wealth? By what right do the landlord and capitalist classes exact their toll of rent and interest? With these and other questions in their minds they are becoming conscious of injustice, sensible of their rights, and sympathetic in a common cause.

Education has, of course, a great deal to do with the questioning spirit of the working class. The education of the school, library, press and platform have given to them a knowledge which they are now putting to the test. In politics, for example, they have received much enlightenment from the conflict of opposing parties. From the platform and through the press they have had demonstrated to them the evils of our land system, the weakness of capitalist production, the inequalities in the distribution of wealth and the general causes underlying the social problems of our time. Thus they are no longer ignorant of the forces at work in society, and are beginning to recognise that their position is not what it should be, or what it might be. And if, as a consequence, they are now talking loudly about their rights and remaining comparatively silent about their responsibilities, it is because they have too long been dispossessed of those rights and therefore never experienced the responsibilities which they involve.

Without doubt the working classes of this country are now thoroughly determined to fight their way to higher wages, greater security and better conditions of life. Nor are these demands purely selfish ones. There enters into them the driving power of the human soul struggling for birth and expression. Amid sordid surroundings, harrassed by anxious care, compelled to struggle day by day for the simple

physical necessities of life, the true nature of the man has no room for growth and development. And if that nature has any vitality at all it will sooner or later break through the conditions which cramp and confine it. In this lies the significance of the struggle of democracy. It is no mean and petty struggle, nor is it wanton or revengeful. Arising out of the larger needs and desires of man it is great and inspiring.

To approach a solution of the problem in such a spirit as this is doubtless very bold, but from whatever point of view it is approached there is the same necessity for boldness. If, contrary to the view here expressed, the revolt of the working classes is nothing more than a selfish and unjustifiable movement for better wages and improved conditions, it must be fought with relentless and uncompromising vigor. No measures can be too severe to crush it. Indeed, very desperate measures with this object in view have already been suggested—the imprisonment of all agitators, the confiscation of trade union funds, and the proclamation of martial law, have all been advocated. But the futility of such steps as these is their condemnation, and the condemnation of the ideas which they carry with them. To be reasonable one must at least assume that the working classes are no more selfish than any other class and a consideration of their demands more than proves this.

Looking, then, at the matter from a broad-minded standpoint, it is incumbent upon us to bring about such legislation as will meet the revolt of the working classes, providing for the fruitful and peaceful evolution of democracy. In such legislation we must of necessity aim at an equitable distribution of the national wealth, together with an adjustment of the relationship between capital and labor. In doing so we must with the same necessity abandon many of the political and economic ideas which dominate us today, condemned, as they are, by their ineffectiveness in dealing with the claim of the working classes. This claim is essentially one for justice and cannot be satisfied by any of the substitutes which are offered in present legislation.

Consider for one moment the existing state of affairs. Instead of providing every member of the community with work, instead of seeing that every able-bodied person does work, instead of giving an adequate reward for honest toil, our legislators tolerate a system which leaves a large number of people idle, or partially so, and give in return for the labor of many only enough for bare subsistence. Leaving the system itself intact, their efforts to counteract the evils which it involves consist of numerous measures of palliation and charity. What, for example, is done to prevent the few growing rich and the many becoming poor? Fundamentally, our legislators do not touch this problem. They simply resort to palliative measures, taxing those who grow rich in order to alleviate the conditions of those who become poor. Such a policy is singularly ineffective. Whilst it may accomplish some measure of success, it is nevertheless apparent that this success is of a very limited nature. By devious means and methods the rich to a large extent succeed in shifting the burden which it is sought to place upon them. Being largely composed of the landlord and capitalist classes they find a means of doing so by increasing rent and prices, which in turn adversely affects the very class whose interests it is sought to protect. In this way we are very largely moving in a vicious circle which often brings us back to the same point as that from which we started.

Nor is it possible to bring about a more harmonious relationship between capital and labor by the process of patching up the existing social order. So long as the present status of capital and labor is maintained there is little hope of bringing about a better state of affairs. Avowedly, capital seeks to maintain and increase profits, whilst labor seeks to maintain and increase wages. So long as such conditions prevail there is bound to be friction and disruption. It is impossible to reconcile such interests which in the nature of things tend to become more and more conflicting.

It is imperative, therefore, that we should embark upon some scheme of reconstruction, calling upon all who have the well-being of the nation at heart to sink nonessential differences and combine in the endeavor to bring about a social organis-

ation which will make for peace and prosperity. In such an endeavor it will undoubtedly be necessary to advance along the lines of public ownership of commodities and services which today are private monopolies, or practically so. Briefly stated, the case of public ownership rests upon the principle that what is vital and essential to the life and labor of the community shall be owned by the community and worked for the common good, instead of being owned by private individuals or enterprises and worked for private gain. This principle has of course already been applied to several commodities and services, the results of which have been both beneficial and encouraging, and in a more extended application of this principle there is the hope and promise of bringing about in society the conditions which are necessary to the growth and development of the people. Under public ownership of a general and comprehensive kind, a considerable modification will take place in social relationships, eliminating from them the present conflict between capital and labor; the idleness which we now tolerate in many and enforce upon others will become criminal in the one case and unnecessary in the other; whilst the fruits of industry, no longer suffering from the appropriations of private profits, will return to the people with a gradual increase to plentitude. Under such conditions there will grow up a new spirit and higher endeavor in society which will speedily work out its own salvation.

Hull, England.

* * *

The Land of His Fathers*

By FRANK BUFFINGTON VROOMAN

THIS is the title of the last novel of Mr. A. J. Dawson, editor of the "Standard of Empire," member of the editorial staff of "The Standard" (London), author of "The Message," "Finn, the Wolf-hound," and other notable books.

We have here the story of a Canadian, written by an Imperialist. It will be of special interest to Canadians, not only because it is a kind of apotheosis of a Canadian, but because the book is able, serious and interesting. Mr. Dawson apparently does not believe in "Art for art's sake alone," for he has written a novel with a purpose. In other words, he has put a serious idea in an art form, which is bound to carry it further than volumes of speeches or tracts.

The story, briefly outlined, is as follows:

A young Canadian, returned for the first time from the land of his birth to the ancient home of his fathers, and but recently transferred from the life of strenuous effort in Canada to the existence of the wealthy "men about town" in London, forms the mainspring of the action of this story. Six months of this idle, valueless ease, coupled with the eagerness for justice and the clear insight into the defects of a system of society which would permit one man unlimited luxury, and another hardly the right to live, arouse in him the sense of the uselessness of the life of the class to which he now belongs. So keen are his feelings that he seeks a sympathetic confidant. The germs of living thought brooding in his mind are stifled for the moment by the chilling cynicism and utter egoism of an unworthy and unappreciative confidant, Leonard Baily.

Leaving him in the Club, Ayres catches sight of a slouching figure beside him on the pavement. Acting on a sudden impulse, he thrusts some coin into the hand of this "gutter-prowler," whose voice seems vaguely familiar to him. With a rush he remembers and recognises a friend of his life over sea.

After taking him to his own flat, Ayres gently nurses him back to his old self, in body, mind and soul, and then proposes to make him his secretary. His idea is to remodel and rebuild the dingy, dirty lodging-house in which Waite had spent his last night in bed. He has, as yet, no more far-reaching motive than to make that one place decent, if nothing else. He intends to show the inhabitants of that unlovely quarter what is possible for them to do. Better than Waite, who has had the experience of

*Constable & Co., London, 1910.

being one of themselves, Ayres knows that it is their unquestioning acceptance of their sordid lot that helps to fetter these sunken wrecks to the miserable conditions of their life. He aims at making them discontented. Let them only realize that cleanliness is not the prerogative of one section of the community, nor dirt and squalor the sole right of another.

Ayres therefore opens a lodging-house, which is not to be a charitable institution, but where all visitors must pay a small fee for admission. He meets with unexpected opposition from Waite, and his friend and helper, Margaret Bartholemew, and her mother, whose instincts impell them to give wherever they can, and the attitude of the founder of the home is as utterly incomprehensible to them as theirs is unreasonable to him.

The systematic education of the boys soon gains Ayers' unreserved interest, and he decides to purchase another place for the housing of the adults. It is characteristic of him that his best efforts are directed towards improving the future citizens, while his colleagues and supporters maintain a sentimental interest in the lost souls who drift to the refuge of the institution, feeding them and lodging them free wherever they can, and giving them incidental doles of money.

Ayres' theories as to the degenerating influence of so-called "charity" are cruelly confirmed in an accidental interview he has with a young girl—Grace Porlock—who has come to the Farm (as it was curiously called) for the purpose of requesting the directors not to give her mother money or shelter.

In time Ayres asks Margaret to be his wife, but hears that only an hour before she has promised to marry Waite. On the occasion of their wedding, Ayres for once consents to a wholesale abandon to their passion for *giving*. All the members of the Clubs—the Boys' and the later-established Girls'—and all the adults who frequent the new lodging-house are the guests of the evening. To his intense regret, Ayres learns immediately afterwards that Waite has given money to Grace Porlock's mother to drink his health, with the result that she has just been ejected, helplessly drunk, from the Red Lion. "If that is charity," says the curate who is Ayres' informant, "then Satan himself must favor charity."

Ayres throws himself into political work for a time, and during a bye-election does much good, quiet work, in which he is stimulated and helped by Grace Porlock. On the day following the election he asks Grace to marry him, but with unselfish hesitation, recognising her unrespected situation by the average person, and its possible detriment to Harry Ayres' great work, she refuses.

Ayres, though continuing his work, experiences acute dissatisfaction with existing conditions, and feels an ardent desire for advance in reform. He proposes from among the three political parties of the government to form a society pledged along only certain lines of action—radical social reform on broad Imperial lines for the people of a United British Empire; the service of All-British unity, by means of All-British progress and reform. Here are some of the recommendations to members of the society:

"That no Citizen should ever purchase any foreign-made commodity without first satisfying himself that what he wants is not produced within the British Empire. Let British expenditure feed British trade."

"That no Citizen should invest money outside the British Empire without first satisfying himself by full inquiry that the return he wants is not obtainable under the flag. Let British capital make for British progress and development."

"That in giving employment every Citizen should endeavor to engage only British subjects, and that we should give the preference to those who have tried to fulfil the obligations of British citizenship. Let British wages go to British workers."

At this point in the story, without warning, the Government is defeated on a minor bill, dissolution follows, and the golden opportunity comes for the new society —the "Citizens" as they have named themselves. Sixty-one candidates stand in the new name. Fifty-three are elected for Parliament, and are openly devoted to any measure promoting the good of the nation as a whole, and opposed to time-serving, idle office holding, and any kind of backwardness. The Citizens are with and for the British people.

It is not for one moment to be imagined that "The Land of His Fathers" is a heretical political treatise, ill-disguised in the conventional garb of a novel. The enthusiasm of the leading character infects the reader, and his cool, well-balanced judgment adds conviction to his theories, while there is a strong human element running all through the book, which would rivet and hold the attention of the most casual of novel-readers. Waite fulfils his part in the opening out and the first tentative beginnings of Ayres' schemes, but his usefulness fails to be sufficing by the end when Ayres own thoughts have gained the convictions of proof, and his own clacker opinions and thoughtless actions bring some of the tragedy which hangs about the Farm and its occupants. Waite was in one of the most trying positions conceiveable—he resented in his heart the fate which kept him dependent solely on his secretaryship with Ayres. But "it requires very exceptional nobility of character to withstand the force of great indebtedness." He allows himself a little relief by satirizing mildly, and to Margaret's puzzled incomprehension, Ayres devotion to system. Ayres progresses, he says, "towards his Transatlantic ideal of working out his days by decimals and running his life by a patent, non-stop, 'cute notion' of a calculating machine." The "benevolence is beautifully worked out in quarter pounds; the milk of human kindness in half-pints. Our worthy boss is a very Euclid of charity. But hush! I forgot. The word as well as the quality's taboo."

The man Baily is an egotistic, selfish cynic, dead to every feeling of respect or gratitude; the vicar, Mr. Plant, "a past master of the form of oratory which leads to luxurious tearfulness," was further distinguished by being able to "speak so cleverly and manage to say nothing." A clashing contrast to this social "trimmer" is his poorly-paid curate, who has nothing to fear from the censure of his friends, and who would care nothing even if his actions were disapproved. He is one of the keenest of Ayres' helpers.

Mr. Dawson had introduced four distinct types of women in the four principal girl characters. Margaret Bartholemew is a gentle, lovable girl, essentially practical, although her unreasoning sentimentality goes a long way to undo what Ayres' sane comprehension effects in their work. Still, one can enter into her attitude rather than forgive Isabel Marker's contention that "the world is a dull place, and only in books are people really interesting nowadays." She looks on all who show an interest in the poor as out-and-out hypocrites. "It's tremendously virtuous to spend most of their time in smelly back parlors, and being on intimate terms with clammy women who are always washing, and beery men who are never washed; but to pretend it's interesting and that the people are interesting—no; that must be cant."

The other characters are equally well drawn, especially the "hooks"—thieves—Joe Lane, Tom Johnson and "the Hanger," and all are remarkably well chosen types of men and women.

The essence of Mr. Dawson's idea of reform, and indeed, his most potent criticism of socialism, is that all true reform must begin first in the individual character, and work from within outwards. This idea he applies to the development of men's mental, physical and spiritual well-being: "Somewhere Matthew Arnold says happiness is our being's end and aim, and no one has ever come near Israel in feeling, and in making others feel, that to righteousness belongs happiness. It is only in detail that we have changed. The essentials are always the same. That is where the futility of socialism lies, I think. It ignores the most fundamental of all life's facts; that no earthly power —no heavenly power even—can give men happiness and content. It must come from out themselves. There is no other way at all. The rest is sound and fury signifying nothing. Men must learn the need for doing well—each individual—and do it; each his own part, his own full share of duty."

If Mr. Dawson fails to present an adequate scheme of reform, it is in not suggesting a social program large enough and drastic enough to meet the case which he so mercilessly analyses, but one cannot well imagine a more lucid, more convincing plea for the fuller recognition of the imperfections of our defective social system, and of the inconsistencies of our faulty political one, than Mr. Dawson has unfolded in "The Land of His Fathers." There is much of that evil that he lays to the charge of those

people of lightly-stirred emotions and impenetrable intellect, who abandon themselves to the fascinations of "charity," as such, and their attitude of considering or acting as if work among the poor were an end in itself and not merely a means to the definite raising of the class as a whole. They would almost regret the abolition of the class, as it would deprive them of their gloomy satisfaction in relieving their immediate needs.

The only lasting good will be effected by a new education which will teach our "poorest poor" the lesson of independence, and the enhanced value that comes to a thing done by oneself. This wholesome instinct indiscriminate charity stifles unmercifully and drugs with its insidious narcotic the very elements which, developed, would render it useless.

Mr. Dawson pleads for a more practical education of these children in which they may learn the principles of some healthy employment, and the strength of mind, and fuller development of character which will kill the inherited tendencies for loafing, begging and snivelling acceptance of alms. Give them an ideal—one which they can see gradually being realised around themselves and in themselves.

What the author wants to see, and, indeed, what we all want to see, is opportunity for adequately paid work. This simple proposition is based on the inherent need of every individual for that discipline which work only can give here, and through which alone can help be given and men still retain their self-respect. To a large extent this is impossible in crowded England, but "within the Empire are manless lands and landless men; workless workers and needed work which halts for lack of workmen. There are able-bodied workmen who are only kept from hunger by a pernicious system of doles. Government authorizes the doles, and ignores the profitable work which lacks only hands to carry it on. I believe we are all here agreed that we need an Imperial Department of Labor and Migration by means of which work and workers throughout the Empire may be brought into contact, and the hungry workless enabled to support themselves, without doles. It is a mere question of providing organization and means of transit—not as a gift, or a dole, mark you; but as an honest business transaction; a debt honestly incurred to be honestly discharged, in a given time upon given terms."

Anyone who has been on the inside, and who really knows, must confess not only to the utter failure of British charity as a system, but as well to the demoralization of the race fibre which has followed in the deterioration of the radical stock. Mr. Dawson fully realizes this danger, and shouts a loud note of warning in Ayres' speech to intending Citizens. "Gentlemen," he says, "the conviction borne in upon me is that we have passed the safety line, so far as mere waiting and watching are concerned. I speak after much thought, and after very close study of some sections of the lower strata in London life. And I give it you as my conviction that the safety line is behind us. We wait—at our peril; at England's peril; at the peril of our race and Empire. We wait over a charged mine, an unprotected magazine, in an atmosphere full of sparks—aye, and of fiery portents, gentlemen. I have watched and watched, and studied and thought, and—perhaps I'm wrong, but I am bound to tell you of my conviction. It is in my very bones, and I dare not be silent. I am certain that if there was ever a period of safety with inaction, it has passed. We have to go forward, or go under. I am certain of it. And, if you agree with me in that, you will, I think, agree with my plan; because you will see that the voters of this country must be shown the country's danger, which is the Empire's danger, and the danger of our race."

Mr. Dawson is not afraid to use force or to evoke the power of the State when it is necessary. In this he comes pretty close to one of the fundamental weaknesses of our institutions, which some of us feel may be leading us to anarchy—namely, too excessive an indulgence in another form of sentimentalism towards the personal liberty of the individual, where it involves the detriment of the State. "I say 'enforced' gentlemen; and I repeat it; because that is the first challenge I would issue in the campaign against sentimentalism, and the slothful negation that is born of it. There has got to be compulsion. Why not? Let us insist upon study and recognition of that. Let us make it understood. Once understood, it will be welcome. The rank growth of sentimentalism has choked men's understanding of certain elementary facts, and blinded

them to the meaning of certain words. So they worship, for example, 'the liberty of the subject,' until it becomes the serfdom of the majority; and cry out upon such an honest necessary word as 'compulsion,' till the lack of it makes cowards and shirkers of them all. But you, gentlemen, know better. You know that there can be no true freedom without compulsion. What but compulsion preserves our freedom to carry money in our pockets, and gather comforts about us for our women and children? What but compulsion gives us the bare freedom of our streets with safeguard as passengers? We know very well that in a properly-ordered state there must be much in all our lives that is compulsory. Honest recognition of that, and abolition of the false sentiment which attached a derogatory meaning to it, is essential. That is why I speak of 'enforced' reform. The point is vital, I think. It goes to the root of the conditions we have to alter."

His indictment of the present status of the alleged civilization of Great Britain—as well, it may be said, of other nations—is all to the good, is all true, and he presents a series of facts which any sociological investigator has found out for himself and knows must be met and reckoned with if that civilization is to endure, much less to be improved. One feels like agreeing with him wholly also in all he has said of the "sickly sentimentalism which has made charity—not merely one of the essential British institutions—but one which underlies so many of the other institutions of the race." But some will feel that in this love story he has taxed the principle of "charity" by indulging in that sentimentalism which he flays elsewhere.

One may say that the quintessence of Mr. Dawson's message from its ethical standpoint may be summed up in the words he has put in the mouth of Brandon: "The moral aspect of the whole thing has not been better put, I think, and he was absolutely right, you know. The man who becomes a good Citizen, according to our programme, he may safely be relied on to be a good father, a good husband, a good son, and—not a doubt of it—a good Christian."

* * *

The New Politics

(A Review of Dr. F B. Vrooman's Latest Book, from the Boston *Transcript*)

By W. L. STODDARD

IT is good to come upon a valuable and inspiring book which frankly makes no claim to being either a treatise or a collection of essays. It is doubly good to come upon a book which is written with ripe scholarship and wise reflection, but with no academic strictures to bind its freedom of movement, style, or thought. It is good, in short, to come upon such a book as "The New Politics," (Oxford Press, N. Y.), by F. B. Vrooman, B. Sc., of Oxford, F.R.G.S., and author of "Theodore Roosevelt, Dynamic Geographer." The preface is dated from Washington, D. C., on Independence Day, and the contents of the volume offer much—to employ a hackneyed term—that is "suggestive" to a world surfeited of books.

Mr. Vrooman has written a letter of introduction for his book, addressing it to "Anglo-Saxon Youth." In four pages he summarizes the purpose of his book, and sounds his clarion to action. His theme is true democracy of nationalism as contrasted with the democracy of individualism. "Are we not," he asks, "by this time sure—those of us who have dreamed that this world might be made a better place to live in—that the selfish instinct and brute force to the prehistoric man-beast on which our politics and economics are frankly founded, and in which is imbedded all democracies of individualism, are fundamentally and irretriveably wrong? Are we not to be more than witnesses of the passing of the civilization of the Ishmaelite and its sullen gospel of anarchy and rapine and strife?" And to his own questions the author replies, saying that there is already a sign of a new spirit abroad which is not reaction, not reform, but renaissance—that Anglo-Saxon youth is waking to new ideals, embracing a new

chivalry, embarking on a new crusade, equipped with a new faith. The volume, as this letter foreshadows, looks in two directions, behind and ahead. It is with the look into the future that we are here most concerned.

Book I, "The Philosophy of Ishmael," describes our political chaos, the ethics of individualism, the relation of ethics and politics—if any—and of ethics to economics; the rise of the democracy of individualism, and the spirit of Jacobism—the disintegration which is our American heritage from the French Revolution, and which, in the words of Colonel Higginson, "really drew a red-hot plowshare through the history of America as well as through that of France. It not merely divided parties, but moulded them; gave them their demarcations, their watchwords, and their bitterness. The home issues were for a time subordinate, collatral: the real party lines were established on the other side of the Atlantic."

Mr. Vrooman develops what he calls the Philosophy of the Common Good, and in this section of his study he lays the firm foundations of his nationalism. Here as elsewhere the line of demarcation between the old individualism and the new nationalism is clearly drawn. "To the democracy of individualism which is the party of the past will gravitate every vested privilege, every sacred graft, every holy vehicle of plunder, every sainted boss—the entire system revolving around the central sphere of selfish clamoring for liberty and rights; *i.e.,* immunity. To the party of the future to which our young men are already coming, those also will come who believe in the State as something better than an instrument to serve the stronger individualistic interest; who conceive of the nation as an entity toward which we must discharge our duties if we claim our rights; who will try to substitute for that ugly, greedy cash gourmandism which forms the nexus of our present predatory society, the kindlier, saner element of good-will. We have progressed far enough in this direction, so that few of us, like the shah of Persia at the Prince of Wales' dinner, would be so enamored of cucumbers that we would empty the whole dish in our shirt bosom, and yet we will do it with dollars in the office and on the street. The principle has been established in polite society that we need neither hurry nor gorge at the table of a friend, for the pantry is full—but—'Business is business,' though it be neither moral, nor honorable, nor decent, nor civilized."

It is a pity that Mr. Vrooman, who is so clear and scholarly in this book, should go so far astray in some—not by any means in all—of his remarks on socialism. He apparently sees in socialism mere materialism, and no "ethical democracy." It is not fraternal, he says. "We do not move forward by breaking up one despotism and setting up another despotism. The despotism of the many is no kinder than that of the few." And yet, not ten pages later, he pleads for a despotism of the many, but this time under the name of nationalism, not socialism. Mr. Vrooman, to cite one more instance, reverses the usual criticism of socialism when he terms its motive egoistic, not altruistic. Somewhere among his notes, we feel sure, the cart was hauling the horse—but only here and there. The direction of the book and its driving force are in the main true and right.

"The New Politics" is surprising because it is a learned book written with intense life—one is almost tempted to say passion. Pages bristle with proper names, references to the classics, the philosophers, the scholars, the pedants. Years of reading made this book. Yet years of reading alone could not have made some of its brilliant and prophetic passages. "Particularism," he says in one place, "is played out. Its last word is that the Government of the United States has been moved from Capitol Hill to Wall Street. We have reached a climax of a political system based on interests instead of principles—the apotheosis of the boss and the worship of the machine—where one man controls an eleventh of the national assets and the masses of the employed middle classes cannot afford the decencies of life . . . and the one thing which can save the country from Socialism is Nationalism—a government of all the people, by all the people, for all the people."

That quotation came from the chapter entitled the "National Party." Mr. Vrooman sees such a one coming. He thinks that the tariff is on its way out of politics and into the hands of scientists. He finds in Woodrow Wilson—the historian, note,

the Wilson even before he became governor—a safe and conservative nationalist, a thinker who says that the Constitution must grow "and strengthen and subtly change with the growth and strength and change of the political body whose life it defines." And in these succinct words Mr. Vrooman sets up his idea of the solution of the political chaos of the United States: "The struggle of the twentieth century will be between the parties of State rights and of one nation—of individualism and nationalism; between the party of self-interest and the party of general welfare; between the philosophy of the Declaration of Independence and the philosophy of that Declaration of Interdependence—the Constitution of the United States."

Sir Philip Sidney wrote to his brother, "When you hear of a good war, go to it." "The New Politics" shows what this new war is. This new crusade whose challenge "the new politics" pronounces, "is the cause of the tired, the throttled, the thwarted, the enchained. Name it what you like, in whatever form or disguise it may appear to any age, the irresponsible power of one man over another man is the antediluvian dragon desecrating our sacred liberties. That irresponsible power is enslaving the world today. Here it is in our midst in this, our boasted and alleged American democracy, which is not a democracy as long as it is run on the principle of free and unlimited competition between hawks and turtledoves."

This is a strange and a stirring kind of book. It has a yeast in it that keeps its matter alive and working. It is meaty; it is inspiriting. It has its faults of form, matter and emphasis; but "The New Politics" is so much more than the usual volume on the philosophy of the hour that it stands out unique among a mass of trash. It is a live book.

The Waist of the World

EDITORIAL LEADER, "THE OUTLOOK," LONDON, MAY 4, 1912

THE biggest event in the world-prospect today is beyond question the opening of the Panama Canal, an event which is expected to take place on New Year's Day, 1915, though the waterway may possibly be finished before that date. It would be a hard task even to enumerate the changes which this severing of "the waist of the world" will have on political, naval and commercial conditions. A few figures may serve to indicate the scale of these results. The distance from New York to San Francisco will be shortened by 8,400, and that from Liverpool by 6,000 miles. New York will be brought nearer to South American ports on the west by an average of 5,000 miles and Liverpool by 2,600. Yokohama will be closer to New York than to Liverpool by 1,805 miles; closer to Sydney by 2,382 miles; closer to Wellington, New Zealand, by 2,759 miles. One might continue these arithmetical details indefinitely. Some others were given in a recent paper of great value and originality read at the Royal Colonial Institute by Dr. F. B. Vrooman, who was dealing chiefly with the effects on British Columbia:

> The whole shipping from Boston and New York to British Columbia ports will be shortened by 8,415 miles; from Victoria to Liverpool by 6,046 miles. At the present time British Columbian vessels sail but little further going to Liverpool than to New York, because they must sail round the easternmost point of Brazil, viz. Pernambuco, which is almost equidistant from these two ports on either side the Atlantic. But Colon on the canal is 4,720 miles from Liverpool and but 1,961 miles from New York —a commercial advantage of 2,759 miles in favor of the United States—if she only had ships.

It is impossible here even to hint at the changes which the opening of the Isthmian waterway will have on the destinies and conditions of the British Empire. One very obvious if minor result was mentioned by Dr. Vrooman: "Jamaica and the British possessions of the West Indies will be thrown across the very highways of world commerce and world progress."

A good deal has been heard just recently about the proposed fortification of the canal by the United States, and the German

emperor has been credited with another characteristically impulsive utterance. The international question with regard to the canal is supposed to have been settled by the Hay-Pauncefote treaty concluded between England and the United States in 1901. The main object of this instrument was to "neutralise" the Panama waterway on the same principles as apply to that of Suez. This treaty superseded that known as the "Clayton-Bulwer," which was ratified in 1850. The earlier treaty stipulated precisely that no fortifications were to be erected along the canal. In the Hay-Pauncefote treaty this provision is omitted, the only reference to the defensive responsibilities of the United States being as follows:

> The canal shall never be blockaded, nor shall any right of war be exercised or any act of hostility be committed within it. The United States, however, shall be at liberty to maintain such military police along the canal as may be necessary to protect it against lawlessness and disorder.

The question is—does this omission of any reference to the fortifications imply that the United States have no such right? That at any rate is not the interpretation placed upon this article by the United States. In 1903 that country entered into a separate treaty with the Republic of Panama, Article XXIII of which reads:

> If it should become necessary at any time to employ armed forces for the safety and protection of the canal, or of the armed ships that make use of the same, or the railways and auxiliary works, the United States will have the right, at all times and in its discretion, to use its police and its land and naval forces or to establish fortifications for these purposes.

Even in this provision it is not quite certain that permanent fortifications are contemplated. There is no doubt, however, that public opinion in the United States is strongly in favor of fortification. Admiral Mahan in a recent article in the *North American Review* maintains that fortifications are necessary to enable the United States to carry out their responsibilities under the treaty:

> Our possession (he writes) extends over the conventional three-mile limit to seaward. Within that distance the United States is responsible to any belligerent which may be attacked there by its opponent. We may of course "take it out of" the aggressor by any retaliation we please, up to and including making war upon him; but our responsibility to the sufferer is not thereby removed. In these days of excessive long range, the temptation to a fleet lying outside the three-mile limit to open fire upon one changing its array within it may transcend control. The knowledge that in such case shore guns could open would be a deterrent.

Supposing the canal to be fortified in accordance with the obvious intention of the American people, what will be its status in time of war? Leaving the United States for the moment out of the question, the Panama waterway will be subject to exactly the same conditions as the Suez Canal. Article III of the Hay-Pauncefote treaty briefly indicates the position:

> Vessels of war of a belligerent shall not revictual nor take any stores in the canal, except so far as may be strictly necessary; and the transit of such vessels through the canal shall be effected with the least possible delay, in accordance with the regulations in force, and with only such intermission as may result from the necessities of the service.

In other words, the canal will be available exactly as the Suez Canal was to the belligerents during the Russo-Japanese war. But let us suppose that one of the belligerents is the great American Republic itself. What then will be the position? Obviously if the canal is fortified and occupied by United States troops no enemy of the republic will be able to use it. It is desirable that this should be clearly understood. The fact constitutes a rather serious derogation from the status of neutrality. The fortifications question has already been the subject of repeated conversations between England and America, and no decision as to the interpretation to be placed on the Hay-Pauncefote treaty in this regard has yet been taken. As the date of the opening of the waterway approaches it might be desirable to make this question part of a wider reference in a meeting of the representatives of England, Germany and America. These three Powers are all immensely interested in the new waterway, and they are the three on whom the responsibility for the reservation of the eastern and Australasian shores of the Pacific to western civilisation, the championship of the West against a resurgent and aggressive East, must ultimately depend. Is it too much to hope that the vast changes about to result from the piercing of the Panama Isthmus may become the subject of a serious and friendly conference between these three great and kindred Powers?

COME ACROSS WE'RE GIVING HOMESTEADERS THE BEST OF IT!
WAIT A MINUTE, LET'S SEE WHAT I CAN DO FOR YOU!
U.S. CONGRESS
CANADA
THE UNITED STATES.

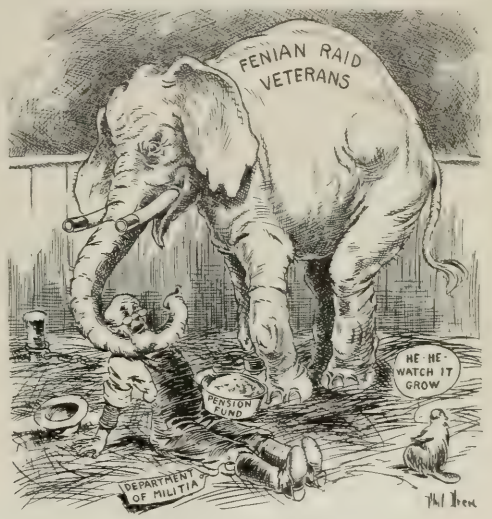
ANNEXING US
Bart, in Minneapolis Journal

HULLO BOYS!
BLINKETY BLANK, WHO'D HAVE THOUGHT IT!
ACH HIMMEL, DOT JOHN BULLS MAKES ME A BIG PAIN YET!
JOHN BULL E HAVE NO FLIES ON HEEM, EIEN NON!
MUCHA DA SMARTA MAN JOHN!

DECADENT (?) JOHN BULL
He waits until other nations produce the best thing in air craft, then goes one better with a machine that will fly, swim, sail, walk, shoot, drop bombs, etc.—*Racey in Montreal Star.*

ACHILLES—NEW STYLE
Achilles (Mr. Balfour)—"Let me know—whenever you want me."
Sir F. C. Gould in Westminster Gazette

NEVER NO MORE
Rev. J. A. Macdonald—"Is it a kicker?"
Taft and Laurier—"Yes, but not more so than we are." — *Toronto Telegram*



A WHITE ELEPHANT
—Phil Drew in Vancouver Daily Province

OF COURSE—IT *MIGHT* HAPPEN
—Phil Drew in Vancouver Daily Province

Is There a Coal Ring in British Columbia?

BEFORE beginning the series of articles under this title I made very extensive investigations into the reasons for the high price of coal in various parts of the province. The fact has been established that coal can be sold cheaper here. At lower prices the profits of the mine owners and retailers will still be sufficient to show a handsome margin. It has also been established that a coal "ring," in the generally accepted sense of the term, does not exist. There are, however, "arrangements" between mine owners and retailers that have the effect of a "ring." These "arrangements" constitute a restraint on trade, and undoubtedly bring the parties to them within the scope of the law. Herewith I am reproducing some extracts from "An Act to Provide for the Investigation of Combines, Monopolies, Trusts and Mergers." This in my opinion is not a good Act. It throws the onus of initiating an investigation on private citizens. It is the duty of the government to look after the interests of the public, and it is very bad law that expects private individuals to go to great expense and trouble in order to set the legal machine in motion to relieve the whole community from a state of affairs which the government admits in its own bill is grievous and unlawful.

I suppose that the law will some day be amended. At present it favors "the interests" and bears hardly on the public. Whether the law will be amended soon or late it is impossible to prophesy. It is certain that unless the electorate make strong representations at Ottawa it will remain just as it is for a long time to come. The extracts which I want our readers to note are as follows:

AN ACT TO PROVIDE FOR THE INVESTIGATION OF COMBINES, MONOPOLIES, TRUSTS AND MERGERS

(*Assented to 4th May*, 1910.)

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

This Act may be cited as *The Combines Investigation Act.*

(*c*) "Combine means any contract, agreement, arrangement or combination which has, or is designed to have, the effect of increasing or fixing the price or rental of any article of trade or commerce or the cost of the storage or transportation thereof, or of the restricting competition in or of controlling the production, manufacture, transportation, storage, sale or supply thereof, to the detriment of consumers or producers of such article of trade or commerce, and includes the acquisition, leasing or otherwise taking over, or obtaining by any person to the end aforesaid, of any control over or interest in the business, or any portion of the business, of any other person, and also includes what is known as a trust, monopoly or merger.

Where six or more persons, British subjects resident in Canada and of full age, are of opinion that a combine exists, and that prices have been enhanced or competition restricted by reason of such combine, to the detriment of consumers or producers, such persons may make an application to a judge for an order directing an investigation into such alleged combine.

2. Such application shall be in writing addressed to the judge, and shall ask for an order directing an investigation into the alleged combine, and shall also ask the judge to fix a time and place for the hearing of the applicants or their representative.

3. The application shall be accompanied by a statement setting forth—

(*a*) The nature of the alleged combine and the persons believed to be concerned therein;

(*b*) The manner in which the alleged combine affects prices or restricts competition, and the extent to which the alleged combine is believed to operate to the detriment of consumers or producers;

(*c*) The names and addresses of the parties making the application and the name and address of one of their number or of some other person whom they authorize to act as their representative for the purposes of this Act and to receive communications and conduct negotiations on their behalf.

4. The application shall also be accompanied by a statutory declaration from each applicant declaring that the alleged combine operates to the detriment of the declarant as a consumer or producer, and that to the best of his knowledge and belief the combine alleged in the statement exists and that such combine is injurious to trade or has operated to the detriment of consumers or producers in the manner and to the extent described, and that it is in the public interest that an investigation should be had into such combine.

If upon such hearing the judge is satisfied that there is reasonable ground for believing that a combine exists which is injurious to trade or which has operated to the detriment of consumers or producers, and that it is in the public interest that an investigation should be held, the judge shall direct an investigation under the provisions of this Act; or if not so satisfied, and the judge is of opinion that in the circumstances an adjournment should be ordered, the judge may adjourn such hearing until further evidence in support of the application is given, or he may refuse to make an order for an investigation.

Any person reported by a Board to have been guilty of unduly limiting the facilities for transporting, producing, manufacturing, supplying, storing or dealing in any article which may be a subject of trade or commerce; or of restraining or injuring trade or commerce in relation to any such article; or of unduly preventing, limiting or lessening the manufacture or production of any such article; or of unreasonably enhancing the price thereof; or of unduly preventing or lessening competition in the production, manufacture, purchase, barter, sale, transportation, storage or supply of any such article, and who thereafter continues so to offend, is guilty of an indictable offence and shall be liable to a penalty not exceeding one thousand dollars and costs for each day after the expiration of ten days, or such further extension of time as in the opinion of the Board may be necessary, from the date of the publication of the report of the Board in *The Canada Gazette* during which such person so continues to offend.

APPLICATION FOR ORDER DIRECTING AN INVESTIGATION

"The Combines Investigation Act"

(Section 5)

Dated at.....this.....day of.....191...

In the matter of an alleged combine [*here state shortly the nature of the combine*].

To the Honorable [*here insert the name of the judge*], a Judge [*or,* Chief Justice *as the case may be*] of the [*here insert the title of the court*].

The undersigned are of opinion that a combine exists [*here state shortly the nature of the alleged combine*] and that prices have been enhanced [*or,* competition has been restricted by such combine, *as the case may be*] to the detriment of consumers [*or,* producers, *as the case may be*].

The undersigned therefore apply for an order under "The Combines Investigation Act" directing an investigation into such alleged combine.

[*Here state—*

(*a*) *the nature of the alleged combine and the persons believed to be concerned therein; and*

(*b*) *the manner in which the alleged combine affects prices or restricts competition, and the extent to which the alleged combine is believed to operate to the detriment of consumers or producers, as the case may be.*]

STATEMENT ACCOMPANYING APPLICATION FOR ORDER

Dated at.....this.....day of.....191...

The undersigned hereby authorize.....of..... [*give name and place of residence*] to act as our representative for the purposes of "The Combines Investigation Act," and to receive communications and conduct negotiations on our behalf.

The names and addresses of the persons applying for the aforesaid order are as follows:

NAMES ADDRESSES

STATUTORY DECLARATION ACCOMPANYING APPLICATION FOR ORDER

CANADA:

Province of .....

To WIT

I, ..., of the.....of ..... in the ..... of.....do solemnly declare:

1. That the alleged combine operates to my detriment as a consumer [*or,* producer, *as the case may be*].

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade [*or,* has operated to the detriment of consumers, *or,* producers, *as the case may be*] in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath, and by virtue of The Canada Evidence Act.

Declared before me at.....in the county of.....this..... day of.....19....

Now who are the public-spirited citizens who will come forward and make

the necessary application to a judge for an order directing an investigation to be made? Since I began to publish these articles I have received a great many letters commending the action of the *British Columbia Magazine*. Amongst my correspondents there should be ten or a dozen who will feel inclined to continue the work which the magazine has carried as far as it possibly can. It remains to be seen if the people of British Columbia will avail themselves of the remedy that they have in order to break the "arrangements" that exist between mine owners and retailers, and thereby place the coal business here on a free competitive basis. The result of such action will reduce the price of coal and will facilitate the establishment of manufactures of all kinds throughout the province. We need these new industries. Our development on sound financial lines in the future will depend on the rapid and extensive growth of industrial enterprises.

Our iron and steel business will depend on the ample supplies of cheap coal. We have not far to go for an example of what cheap coal means in developing a country. Where would England be today as a manufacturing country if it had not been for her cheap coal? Where in the United States, in Germany, in France and Belgium are the important centres of development? They are in or near the coal-producing areas. The recent coal strike in England demonstrated very thoroughly the economic importance of coal, and the absolute necessity of keeping the production of coal as free as possible from unfair restrictions. We can learn a great deal from Australia in the matter of controlling the coal trade in the interests of the public. In New South Wales when the coal dealers attempted to combine they were fined $60,000 each. Although the New South Wales mines are privately owned, they are controlled by a "coal commission," which I judge to be similar in its purpose and methods to our "railway commission." The miners' wages are fixed at $3.00 per day and the government receives 12 cents a ton on every ton that is mined. The best coal is sold for $3.50 per ton, delivered. Any difficulties that may arise between the men and the owners are immediately referred to a special "arbitration" court.

The whole coal situation here offers an excellent opportunity to the Provincial Government for legislation that will rank as high as anything that has ever been enacted either by the provincial or federal parliament, for the general welfare and national advancement. This legislation should not only be aimed at making an ample supply of cheap coal available, but it should also cover any possible labor troubles, and provide for looking after the interests of the miners. It should also appoint a coal inspector whose duty it will be to classify coal according to its heating and other qualities so that the public may know what it is getting. The United States government tests all coal, and pays for it according to its heating capacity.

Under the present system Vancouver is only about four days away from a coal famine. It is conceivable that events might arise which would prevent the regular supply of coal being brought from the Island, and it is not difficult to see what that would mean to the cities on the mainland coast. Proper docking and bunker facilities should be provided, and coal handled in the most economical way. The retailers freely admit that their present methods of handling the coal, unloading, screening, carting, etc., are unduly expensive.

The Hon. Richard McBride has stated that if Ottawa does not take steps to institute an investigation into the coal situation the work will be undertaken by the provincial house. From my correspondence with Ministers at Ottawa I learn that all they can offer us is contained in the Act that I have spoken about above. This means that until six (at least) private citizens take the initiative—at their own expense—no government investigation can be made.

I respectfully suggest then, that instead of allowing such an unjust onus to rest on the private citizen the Provincial Government should at once draw up its own plans to relieve the situation and control it for all time in the interests of everybody. I do not see that

an investigation which will consist of examining the accounts of mine owners or retailers will do much good.

There are several members of the present parliament—notably Dr. G. A. Maguire—who are familiar with all the ins and outs of the situation here. With their knowledge of all the conditions it should be possible for them to draw up a sound, workable act that would end the present situation and ensure an ample supply of good cheap coal for the future. The development of this province depends on it. At present we have the amazing spectacle of the biggest coal owners on Vancouver Island unable to open retail coal depots of their own in Vancouver.

I had intended to deal briefly with the question of transportation as it affects the coal fields in the Interior. After some consideration I have decided not to say anything further on those lines. The whole question of transportation by rail is being dealt with elsewhere and the details are familiar to the public. It is another important factor which should not be overlooked in any legislation originating at Victoria.

In concluding this series of articles I wish to thank Dr. G. A. Macguire, J. J. Banfield, Esq., T. Cunliffe, Esq., G. Macdonald, Esq., Hon. G. E. Foster, Hon. T. W. Crothers, and many of our readers for the assistance they have given me in preparing the articles. If it were possible for us to proceed further and set the legal machine in motion we would gladly do so in the interests of British Columbia.

It is possible, and I hope probable, that a number of citizens will wish to act at once in this matter. If those who are interested, and who will agree to associate with others in arranging a meeting to consider the possibility of applying to a judge for an investigation under the Act I have quoted above, will write to me at the office of this magazine, I shall be pleased to arrange matters so that they may get together.

At the present time there is a great deal of complaining about the high cost of living. During that last few days it has been stated by the leading *restaurateurs* in Vancouver that the high prices of foodstuffs are due to combination amongst the retailers. They also state that the wholesalers will not supply goods at wholesale prices to anyone except the retailers. If we do not want to be "held up" in all directions by middlemen in various illegal forms of combination we must take action now.

A settlement of the coal situation will be the first step toward reducing the cost of living all round. It will be the beginning of a movement which will check the growing tendency for retailers of all kinds to combine against the interests of the public.

In making this offer of my services I should like to make it clear that no political party has any "string" on me.

F. PENBERTHY.

NOTICE

Owing to pressure on our space our feature, "A Page for Investors," is omitted this month.

The July Number

of the

British Columbia Magazine

will contain the following special features:

THE RATIONAL ALMANAK

An illustrated article on the "Rational Almanak," by Moses B. Cotsworth, Esq. Those of our readers who studied the remarkable articles by Mr. Cotsworth in recent issues will look forward to this feature with great interest.

CANADIAN BANKING

This is an interesting statement regarding the system of banking in the Dominion, which has many advantages over systems followed in other countries. This will be especially interesting to readers overseas, who wish to invest in Canada and who are unable to do their business on the spot.

NEW WESTMINSTER

During the last four or five years the Royal City has undergone a period of unusual development, and this article will give the reasons for this state of affairs and show why the movement should continue. The article will be illustrated with photographs.

There will be a section of splendid photographs of Northern British Columbia and many pictures of other parts of the Province. As usual, matters pertaining to the development of our natural resources will be fully dealt with. There will be a very important article on "Our Fisheries," which will contain some very startling information.

We have been told that the May Number was one of the best magazines ever issued in Canada. In the June Number we have endeavored to surpass all previous efforts. Never before have so many interesting and important facts about the Panama Canal been published in any one journal. The maps, alone, with which this number is freely illustrated, are worth many times the price charged for the magazine.

BUY THE JULY MAGAZINE AND SEND IT TO YOUR FRIENDS EVERYWHERE

To be sure of getting your copy regularly send us $1.50 for a year's subscription. Do not rely on the bookstall. Last month we sold out within a few days of publication.

The Wonderful Tale of the Bitted Whale

By ALFRED HUSTWICK

(Illustrated by Graham Hyde)

In Hank's saloon on Front street,
  Athwart the long brass rail,
I met with old Bill Braces,
  A seaman bluff and hale.
Three times we spliced the mainbrace
  And then he told this tale,
This really most astounding
  Adventure with a whale.

"'Twas in eighty-eight, I forget the date,
  That I signs for a three-year cruise
On a whaler taut, out o' 'Frisco port,
  And her name was the Sallie Hughes.

"Well, we leaves the bay on a sunny day
  In a favorin' sou'-east breeze,
And with all sail spread we puts up her head
  For the faraway Arctic seas.

"Now, the Sallie Hughes had the best o' crews
  And our skipper knew how to drive,
And we logged so fast 'fore a month had passed
  We gets norrad o' fifty-five.

"Then the lookout man did the waters scan
  In hopes o' a whale to see,
But the ice-floes white spoils the poor chap's sight
  So the skipper he says to me:

"'Bill, your eyes are best, climb the old crow's nest
  And just keep me a good lookout.'
So I says, 'Aye, Aye,' and I climbs up high
  And I sights me a right whale's spout.

"Says I, 'There she blows,' and a wild cheer rose,
  While the skipper he looks and smiles,
And he puts his spy-glass up to his eye
  And he looks 'round the sea for miles.

"Then says he to me, 'Though no whale I see
I am sure that you tell no lie.
Though the glass deceive, I'm bound to believe
In the power of your naked eye.'

"Then I sings again, 'There she blows, quite plain,
'Bout three points on the starboard bow.
And the skipper cried, 'Swing 'em overside,
For I'm sure there's a whale there now!'

"Then he says to me, 'You must go,' says he,
'In the first o' the boats, to guide.'
So the oars we manned and I waves my hand,
And we pulls from the good ship's side.

"It was ten below and a durned cold row,
But we led by a half-mile clear,
Till we all got dry as the hours went by—
(Thank ye, sir, I'll have one more beer).

"Well, as I've just said, we were far ahead
When the whale comes up to blow.
So I takes my stand, with harpoon in hand,
And I waits for my chance to throw.

"Then, as we gets near, he just breeches clear
And I hurls the harpoon and hits.
And I yells, 'Back, back,' but his tail comes 'whack,'
And he smashes the boat to bits.

"Now, I can't decide, though I've often tried,
How it was that I didn't drown,
Nor yet understand how I happened to land
On the whale as the boat went down.

"It gives me a pain to try to explain,
Why that whale didn't take a dive.
But—that's how I found myself safe and sound,
And that's why I'm still alive.

"The whale he was hurt and pretty much scairt,
For the iron was tickling him.
But I clung like sin to his dorsal fin
While to norrad he starts to swim.

"By a stroke of luck as the boat was struck
I stuck to the line in my hand.
It was strong and thin, so I hauls it in
And a wonderful plan I planned.

"I tugs the harpoon from his back and soon
I straightens the kink in it.
Then the line I bends on the harpoon ends
And I fashions a first-class bit.

"Now, you'll always find that presence of mind
Is equal to any event,
Though it's hard to think when you need a drink—
(Well, thanks, though that's not what I meant.)

"Well, around his back I makes fast the slack
O' the line, for a martingale.
And I slips a bight over both flukes tight
To give control o' his tail.

"Then I sits on his spout till his tongue lolls out
And he opens his mouth for air,
And the bit I draws right between his jaws,
Which checks him and tames him fair.

"Now, a whale, o' course, isn't like a horse,
And the bit was strange in his mouth.
But at last I taught him starboard and port
And headed him back to the south.

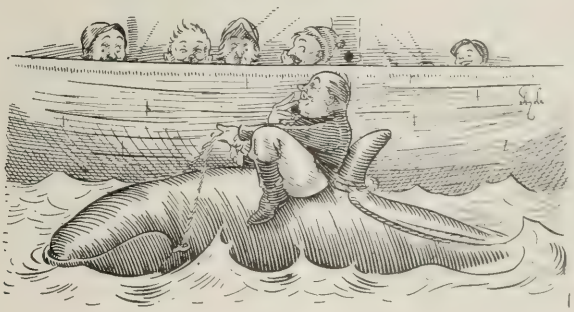
"'Twas a weary trip to the good old ship
But I gets there, thanks to my wits,
And I steers the whale to the starboard rail,
And I hitches him to the bitts.

"Then I tells my tale, and I shows the whale,
Which was gasping hard for breath.
I had drove him on till his strength was gone;
Yes, I'd ridden him near to death.

"Well, my messmates said, 'Your a wise old head.'
And the skipper, he says to me,
'Your a marvel, Bill, you can drink your fill
Of the best that I've got,' says he.

"So I lay in my bunk for a week and drunk,
As the skipper had told me to.
I was stiff and sore—(Yes, I'll take one more.
Well, good-bye and good luck to you.)

Such was the tale he told me,
This tar with optics blear,
Who held my starboard coat-sleeve
And drank the spumy beer.
And the only thing that spoils it
Is where he "clung like sin,"
For there never was a RIGHT whale
That had a DORSAL FIN.



By the Panama to Europe

THE outstanding feature of present-day development in British Columbia is the modification and reversal of construction policies consequent upon the building of the Panama Canal. The position of the Albertan and British Columbian is a good deal like that of the owner of a fine house who has spent large sums on making beautiful the front facing the street, only to find that a new and far more important street is to be opened, on which his kitchen and outhouses will have a most conspicuous location. The only way of solving that problem is by putting in a new front.

That is precisely what is happening on the Pacific slope today. The transportation interests are putting in a new front. They see that when the Panama Canal is opened the commerce between the provinces of British Columbia and Alberta and the European continent will no longer be water and rail commerce across the continent, but will be almost exclusively water-borne. They recognize also that a large proportion of the heavy freight traffic between Eastern and Western Canada, that now finds its way around the Horn or across the Isthmus, where it must be taken from the steamer at the Atlantic side, loaded on cars, carried across and transferred to another steamer on the Pacific side, or that is sent across the Dominion by rail, will be sent from the Atlantic to the Pacific seaboard by vessel when the canal is available. For heavy freight, such as steel rails, the opening of the Panama route will cut the haulage cost in two.

By providing a cheap means of transportation for Alberta's cattle and grain and British Columbia's lumber, salmon and fruit to Europe, the Panama Canal will improve the position of every farmer, rancher, lumberman, fruit-grower and fish-canning establishment within a thousand miles of any of the exporting centres on the Pacific coast. The canal route to Europe will have the great advantage of being an all-the-year-round route, whereas Eastern Canada labors under the disadvantage of frozen waterways that for five months in the year are useless. It is fairly certain that from December till May every year much grain will go to Europe by Pacific ports from points even in Saskatchewan province too remote from St. John, Halifax or Portland, to make the long rail haul a profitable venture.

It is not too much to say that during the next five years at least a hundred million dollars will be spent on completing the C. N. R. and the G. T. P. on the Pacific slope, and in providing the terminal and elevator and dockage facilities without which the railways would be of little value. A sea coast on both of the world's great oceans will give Canada in the days to come a tremendous advantage in the battle for markets.—Toronto Globe.

GRAIN OF PRAIRIES MUST COME THIS WAY

"IT'S time for the people on the coast to get fully alive to the fact that the grain from the prairies will soon be coming this way," says Mr. E. Mitchener, member of the Alberta Legislature for Red Deer, recently. Mr. Mitchener is leader of the Conservative Opposition in Alberta.

"The eastern route," he continued, "is becoming quite incapable of handling the output of the prairies. During last year there was a million more acres brought under cultivation than during the year before, and the present year will eclipse even that record. The farmers as yet have not troubled to any extent to provide themselves with granaries on their farms. They have left that to the railways and elevator companies, with the result that considerable losses have been sustained owing to inadequate facilities, not to mention delay and inconvenience. When I tell you that as yet only two per cent. of the arable land of Alberta is under cultivation, you can form some idea of what the future will bring forth and the extent of the transportation facilities that must be provided. I am convinced that the only solution of the problem lies in the erection of elevators in the coast cities."

MAP SPECIALLY DRAWN FOR THE BRITISH COLUMBIA MAGAZINE, ILLUSTRATING THE MANNER IN WHICH BRITISH COLUMBIA IS BROUGHT INTO CLOSER TOUCH WITH ALL ATLANTIC PORTS

How Vancouver Will Be Made a Great Port

EVERY citizen who has kept at all in touch with public affairs in Vancouver knows of the wonderful new era of growth and prosperity which will begin for this city when the Panama Canal is opened. It is now generally accepted that the bulk of the tremendous grain crops of the prairie provinces will find an outlet to the markets of the world through the port of Vancouver; that vessels going forth from Vancouver with grain will return with cargoes of manufactured articles from the Old World, making Vancouver the distributing centre for these commodities; that trains coming from the prairies with wheat will take back huge quantities of lumber, fish, fruit, and other products of this province, thus greatly stimulating British Columbia industries; that passenger rates from the Old Country to Vancouver will be but slightly higher than rates from the same points to the Atlantic seaboard, and that, for this reason, Vancouver will become the port of entry for the great majority of the settlers coming from the Old World to Western Canada; that trade between the Canadian West and Australia, the Orient, and South America is beginning to develop as never before; that, because of these big factors of growth, Western Canada will increase in population and prosperity with wonderful swiftness, and Vancouver will become one of the world's greatest ports.

The fact is also widely recognized that to take full advantage of the wonderful opportunity of her situation, Vancouver must be prepared with extensive harbor and docking facilities. Readiness will mean to this city millions of dollars a year which otherwise will go to competing ports. It is of the most vital importance to Vancouver to have adequate dockage. Of immense moment to the city, therefore, is the plan to utilize the extensive level acreage of Lulu Island for a system of railway, manufacturing and steamship facilities which will smooth the way for the operation here of these big interests, and will thus speed Vancouver to the realization of her destiny as a world port.

Because of the extent and level character of Lulu Island land and its long water-frontage suitable for ocean steamers, eminent engineers have pronounced this location to be by far the most favorable for a system of railroad terminals, factory sites, and docks so concentrated as to permit of the important economies in handling goods which are now demanded by the shipping and manufacturing interests.

The prime mover in this great project for the port of Vancouver is Mr. C. F. Pretty, who has been active in many progressive movements in this city, and is president of the Vancouver Harbor & Dock Extension Co. Mr. Pretty has laid the plan in detail before financiers in London and New York, and has found for it a reception so favorable as to cause him to state that, if necessary, he could obtain twice the $30,000,000 which will be required.

Despite the fact that the financiering of the project has just been started, $2,000,000 have already been pledged. While most of the money will be obtained in the financial centres, thus bringing a great influx of new capital into Vancouver, local people are being interested because of the desirability of strong home support and of keeping a proper proportion of the net revenues in the trade channels of Vancouver. The Vancouver financial work is in charge of Mr. H. W. Leyens, whose activities are bringing gratifying results.

The assured success of this great movement to adequately prepare Vancouver for the huge Panama Canal trade will mean for this port greater things than the mind can readily grasp. The men behind the movement must be given credit for being the kind of public-spirited citizens who see the big opportunity and go after it in the big way which is so important in the development of a great city.

CAMP LIFE, SEYMOUR ARM, SHUSWAP LAKE, B. C.

A CORNER AT THE HEAD OF SEYMOUR ARM

Some Instructive Facts

LENGTH of canal, shore to shore, 40 miles.

Length of canal, deep water in Atlantic to deep water in Pacific, 50 miles.

The locks are 1000 ft. long and 110 ft. wide. The lock gates are constructed of steel girders, covered with steel plates. They are hollow structures 7 ft. wide, and are, therefore, almost buoyant, although weighing from 300 to 600½ tons each. There is an intermediate gate in each lock which divides the lock into two chambers of 600 and 400 ft. each, respectively, for the purpose of more quickly filling, emptying and operating a lock in case of the passage of smaller vessels or those of ordinary size.

The maximum bottom width of channel is 1,000 feet.

The minimum bottom width of channel (in Culebra cut for nine miles) is 300 feet.

Minimum depth, 45 feet.

The breakwater on the Atlantic side is two miles long.

The breakwater on the Pacific side is 3 1-5 miles long.

Force employed, about 35,000 men.

BIG EQUIPMENT REQUIRED

Work tracks, aggregate miles	300
Locomotives	315
Work cars	4,340
Steam shovels	109
Rock drills	560
Earthwork spreaders	25
Track shifters	10
Earthwork unloaders	30
Pile drivers	19
Dredges	20
Cranes	57
Barges and Scows	70
Tugs, drill boats and launches	29

Together with the use of the present Panama railroad complete.

Jamaica and the Panama Canal

IN opening the Legislature on February 27 the Governor of Jamaica announced a surplus of £205,000 at the end of the financial year, which would enable schemes of improvement (including provision for roads) to be maintained, and stated that a plan was under consideration to establish fast, regular steamship communication with Canada, connecting with the United Kingdom via Halifax. The proposal was made by the Governor that Kingston should be created a free port, and the appointment of an agent-general to look after the Jamaicans in Central America has been recommended —a most necessary step in view of the large numbers employed in connection with the Panama Canal. In connection with the Governor's proposal to make Kingston a free port it is significant that a report comes from Kingston (under date February 22) that an American syndicate has intimated to the Jamaica Government its readiness to expend at least £300,000 in the construction of a large dock and in effecting harbor improvements, in view of the opening of the Panama Canal, provided the present harbor dues are abolished and a pledge is given that Kingston will be kept a free port for shipping. In view of the impending importance of Kingston as a strategical base, surely the harbor works should be undertaken by British capital.

Japan and the Panama Canal

IN a recent issue attention was drawn, in discussing the question of canal tolls, to the importance attached in Japan to the opening of the new waterway. The dis-

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A Summer Morning

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tance between New York and Yokohama would, it was stated in the Diet, be reduced by 3,000 miles in comparison with the Suez route, whilst freight would be reduced by 50 per cent. as compared with the railway transcontinental route to New York. In tea shipments alone 7,000,000 yen would be saved annually in freight alone. On the opening of the Canal the open ports of Japan would become intermediary ports and the stream of tourist traffic (from which Japan, it is estimated, annually draws 40,000,000 yen) would be vastly increased. It was stated by the Chief of the Commercial Bureau that the Government had many plans in view for taking advantage of the facilities afforded by the Canal—plans which are for the present a matter of secrecy. From this and many other signs it is evident that, whoever may be caught napping, Japan is preparing steadily and persistently for the future.

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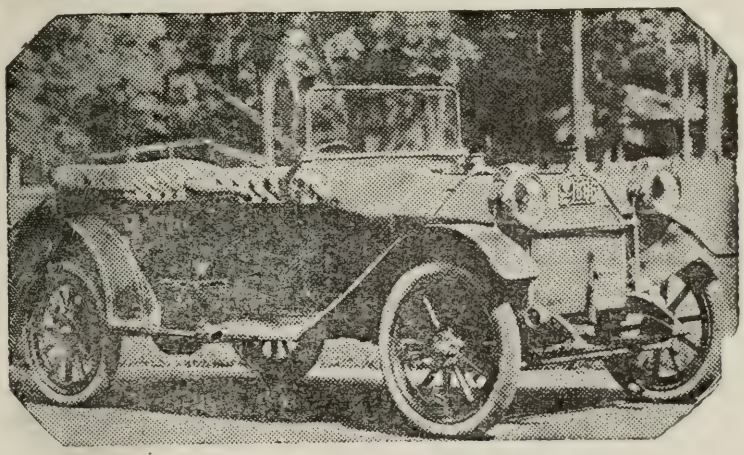

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really makes the expensive car an unnecessary extravagance. It embodies every real comfort. It does everything you could ask of a car. It is silent, beautiful and reliable. A greater investment brings you nothing you cannot get in a Hudson.

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INTERNATIONAL ALMANAK REFORM LEAGUE.

M. B. COTSWORTH, F.G.S., SEC'Y-TREAS., 231 SEVENTH STREET. NEW WESTMINSTER, B. C.

PUBLICATIONS (*Post Free*) "The Rational Almanak" by M. B. COTSWORTH, 540 p., 180 illus. Price, $1.50. Reprint of ROYAL SOCIETY OF CANADA, pamphlet on "The Need of a Rational Almanak." Price, 25c.

The WEEK is the fixed Cycle of Time UNIVERSALLY convenient, now regulating the CIVIL affairs of ALL NATIONS

Membership Fee $1.00, to organize and carry the Reform into effect on the 1st Jan. 1917, when the year can best begin with the Week.

The proposed PERMANENT ALMANAK with MONTHS of 4 WEEKS is the WORLD-WIDE NEED most EASILY MET. All investigators agree that fixed week-day names should be applied to each date in the year, and MONTHS end with the WEEK. but some European advocates (who have weekly pay-days), fail to realize the greater need for equal months of 4 weeks in America and other rapidly developing countries where work and pay is mostly by the month, and consequently equal months are more required.

Next to the day, the Week is the most useful measure by which our home, business and public affairs are fixed. It is the supreme factor in Almanak Reform.

The American people can exert sufficient power to speed the wheels of Almanak progress in both their State Coaches, and the old Chariots of European Nations.

To secure the fullest convenience through permanent months and years, it is necessary that our weeks should sub-divide months into 4 equal parts and fix one length of 28 days for all—without breaking into parts of other weeks as we so confusingly do now

No two months are alike in earning or spending time during either the present or past year, because their lengths and day names for each date vary, yet we pay by months, but have no uniform measures for them. We need a monthly measure.

Consider the many needless worries and references to Almanaks caused by months varying between 28, 29, 30 and 31 days in length, when by simply deciding on months of 4 weeks each we could know exactly what a month measured, and our CLOCKS AND WATCHES COULD AFTER 1916 CONSTANTLY SHOW US BOTH THE DAY OF THE WEEK AND THE DATE OF THE MONTH.

After we then make this operative, it will FOREVER become a costless but ever increasing DAILY BENEFIT to EVERY HUMAN BEING. You will be PLEASED by its convenience EVERY-DAY. No more daily worry to find what DAY of the WEEK or MONTH is passing, nor whether an appointment or bill date will fall on Sunday, nor clash with your Tuesday or other fixed weekly engagements. Fraternal and other regular society meetings, if on Wednesdays, would, when Weekly, always be on the 4th, 11th, 18th and 25th, or Bi-weekly on 11th and 25th, or Monthly say 18th

We should for the first time derive a true and permanent idea of the month, and save many business men from Bankruptcy, as some now fail to meet their payments for goods ordered during a 31-day month, when 28 days or five Sundays occur in the following month Our erratic Almanak causes many such troubles, especially amongst poor people, who are increasingly forced to resort to money-lenders and pawn-brokers during the ends of months containing 5 Saturdays, to obtain money for the extra Rent, Food, etc., they have to provide for the coming week, out of the wages they received for the previous 4-Saturday month.

LADIES will be delighted, as they will never again have to be worried by having to spread out the small months' allowance over the 5th week-end, as 4 weeks' pay will regularly provide for 4 weeks' expenses (not 4½ weeks as now in 31-day months) "AT-HOME-DAYS," or Social Evenings, instead of being on say the moveable "1st Wednesday," will be known by the simple "4th" daintily placed in the right corner of visiting cards.

Those CLUMSY MONTHS.—The cause of our having 28 days in February and 31 in August (a difference of 11%—though we pay the same salaries for each)—30 in Sept., 31 in Oct., 30 in Nov. and 31 in Dec. since 28 B. C.—during 1939 years; was that to *gratify the VANITY of Augustus Caesar*, then Roman Emperor, August was named in his honor, but as it had only 30 days, whereas July named after Julius Cæsar, his great predecessor, had 31, Augustus robbed little February of a day which he added to make his own month August 31.

That gave July, Aug. and Sept. 31 days each, making 93 days in the 3rd quarter of the year, then contrasted with 90 days in the first 3 months. Public complaint arose, *so Augustus to sustain his pride and avoid publicly acknowledging the superior merits of Julius Caesar's better plan* transferred a day each from September and November to make the 31st October and 31st December, whilst ignoring the public inconvenience which he perpetuated by leaving only 90 days in the first 3 months of the year. Thus the vanity of Augustus inflicted those anomalous months on humanity these 1939 years past

WHY SHOULD WE CONTINUE THOSE CAPRICIOUS and IRKSOME JUMBLES of UNEQUAL MONTHS and QUARTERS any LONGER?—when we can so easily (almost imperceptibly) glide out of them as the year 1916 expires—5 years hence—and ever afterwards daily enjoy those great time recording facilities we can then derive by applying the perfectly equal and most useful permanent MONTH of 4 WEEKS to be quartered by the WEEK now regulating all the Business and Social Arrangements of every Nation.

EASE WITH WHICH THIS BENEFICIAL CHANGE CAN BE MADE.

To prevent national, newspaper or personal rivalries and religious jealousies, as to precedence, etc., from retarding Almanack Reform, the generous offer by the impartial Swiss Government to assemble a Conference from all nations, has been cordially accepted to unite the best interest of all.

The INTERNATIONAL CONFERENCE now being called for 1912 by the SWISS GOVERNMENT, is being responded to by all the great nations, whose Governments will send representatives, who will duly consider the various proposals, and then make recommendations for International concurrence.

Each country will later legislate when their people shall adopt the revised permanent Almanak, as such nations as the Chinese may not be fully prepared for this Reform by 1917. Bills now before the Legislatures of the British, German, French, Russian, Japanese and other Legislatures are being considered to expedite its adoption

Finally the fixed Almanaks will be printed during 1916, ready for use from 1st January, 1917, so that there will be no inconvenience—Nautical Almanaks will be printed earlier. Increased convenience and greater ease for everybodys' enjoyment will result.

The change will operate as easily as when February in 1904 will so exactly fit in its 4 weeks which we propose to apply as the "Standard Month" to regulate all future time.

We are not proposing to apply a month that has not been tried We advocate the February 28-day month which experience has proved is the best for all

The immediate need is for subscriptions to provide for the cost of nationally and internationally developing public opinion, especially throughout America by Lectures, etc., together with the Printing and issue of Literature through the Press, Magazines and Correspondence, now so necessary to ensure the 4 week month becoming effective, Jan. 1st, 1917.

WORK FOR EASY, PRACTICAL, ALMANAK REFORM

omparative ALMANAK CALENDARS for the Years 1911 to 1916, displaying the BROKEN WEEKS between our CLUMSY MONTHS

here contrasted with the *FAR EASIER* MONTHS of 4 WEEKS proposed below.—Every day in each year shown *AT ONE VIEW* and all compared *AT A GLANCE* with other years, to demonstrate THE NEEDLESS CHANGES of WEEK-DAY NAMES for EACH DATE. *Copyrighted by M. B. COTSWORTH*

1911 *1912] 1913	SUN MON TUES WED	MON TUES WED THUR	TUE WED THUR FRI	WED THUR FRI SAT	THU FRI SAT SUN	FRI SAT SUN MON	SAT SUN MON TUES
1914 1915 *1916]	THUR FRI SAT SUN	FRI SAT SUN MON	SAT SUN MON TUES	SUN MON TUES WED	MON TUES WED THUR	TUES WED THUR FRI	WED THUR FRI SAT

*In this first half of LEAP YEARS, use the UPPER day BEFORE and the LOWER day AFTER Feb 29th

JAN	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				
FEB				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28*				
MAR				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	
APR							1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30						
MAY		1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31			
JUNE					1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	

Proposed NEW STANDARD MONTH of exactly 4 WEEKS to limit the above 12 months to 28 days each, also to be inserted as the *additional month* (SOL) between June and July, after the year 1916 ends the use of shifting Almanaks then to be replaced by this easily remembered Almanak

CLOCKS and WATCHES will thence record dates for both days of the week and month, as detailed on the right.

January	SUN	MON	TUE	WED	THU	FRI	SAT
February	1	2	3	4	5	6	7
March	8	9	10	11	12	13	14
April	15	16	17	18	19	20	21
May	22	23	24	25	26	27	28
June							

1911 1912 1913	SUN TUES WED	MON WED THUR	TUE THUR FRI	WED FRI SAT	THU SAT SUN	FRI SUN MON	SAT MON TUES
1914 1915 1916	THUR FRI SUN	FRI SAT MON	SAT SUN TUE	SUN MON WED	MON TUES THU	TUES WED FRI	WED THUR SAT
JULY							1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31					
AUG			1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31		
SEPT						1	2
The only 1911 Month ending with the WEEK	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
OCT	1	2	3	4	5	6	
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				
NOV				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30		
DEC						1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
Day names for last week of 1916	Sat	*Xmas*	*Mon*	*Tues*	*Wed*	*Thur*	*Fri*
31 Sat							

4-WEEK MONTHS TO APPLY FROM 1st JAN. 1917

Sol	
July	
August	
September	
October	
November	
December	

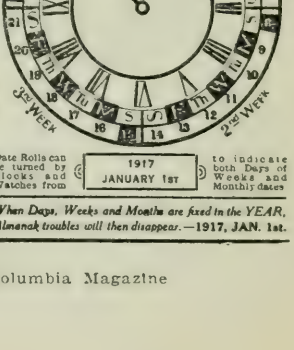
With advantages to everybody, we can absorb this odd *last day beyond 52 weeks each year*, by the Conference of Nations denoting it either as a *Leap-day* holiday or by gaining Previous Day 1916 (or New Year's Day, 1917) by such DAY'S NAME only then and in every year, without week-day name or monthly date and beginning the next week-day as Monday, to established the Standard Month and perfectly convenient Calendar—JUST AS EASILY AS THE 29TH DAY OF FEBRUARY IS INSERTED EACH LEAP YEAR IN YOUR ALMANAKS. No one could be inconvenienced. Everyone will benefit by the increasing daily convenience they will gain from the proposed PERMANENT ALMANAK.

DAYS. The wandering range of Day-names for each date as calendared for Almanak years to the left, manifests that the 52 weeks of ordinary years, end on December 30th, leaving the "*Odd Day*" (30th) on Dec. 31st "butting into" another week 1 day, which "butts forward" all the 365 days of the following year 1 day—name, —and in Leap Years the insertion of "Leap-day" pushes them forward one day more after February 29th.

We can rid ourselves of those inconvenient anomalies by deciding that both "Odd-day" and "Leap-day" shall be *Public Holidays* without week-day names or monthly dates

WEEKS. Those "odd-days" changes are caused by too rigid adherence to the Week originally derived from the Quarters of the Moon 4 29 53 days' cycle which 4 × 7 = 28 days. That for the week could only be used as the nearest whole number of 7 days which the Mosaic Law secured by establishing the Sabbath as a Day of Rest—thus made for man—not man for the Sabbath—so the extra day's rest proposed in the last week of the year would not trench on the rest-encouraging spirit of that wise law

MONTHS. The week uniformly measuring the 7 days cycle of our business and social life, should evenly "Quarter" all months alike, as it does February, 1914. Months ought to have been permanently reduced to the fixed measure of 28 days in 321 A.D. when Constantine the Great replaced the shifting Pagan week of ancient "Quarter-Moon" counts by the Christian 7 days week



Date Rolls can be turned by Clocks and Watches from

1917 JANUARY 1ST

to indicate both Days of Weeks and Monthly dates

When Days, Weeks and Months are fixed in the YEAR, Almanak troubles will then disappear.—1917, JAN. 1st.

Grandview Heights

¶ Have you ever considered in which direction the city is most quickly growing?

¶ The Inlet and the Gulf bar all progress to the north and west. On the south side much of the land is unavailable. Therefore the natural and most rapid growth is in an easterly direction.

¶ Grandview Heights Estate lies immediately to the east of the populous suburb of Grandview, and is right within the city boundary.

¶ We offer you a splendid choice of lots on this Estate, situated 150 feet above the city, commanding beautiful views and provided with every convenience.

¶ The lots are all cleared and graded, with well-made roads, and carline right through the property, while branch lines are already under construction.

¶ The neighborhood is thickly built over right up to the commencement of the Estate, and it is obvious that lots on Grandview Heights will increase greatly in value in a short while.

¶ At present we are selling at low prices on exceptionally easy terms.

¶ Call or write for free booklet and information.

Alvo von Alvensleben Ltd.

Pacific Building, 744 Hastings St., Vancouver

STEAMER UNLOADING AT PORT MANN

PORT MANN

PORT MANN

WITHIN the month of May several industrial projects of immense and final importance to the future of PORT MANN, the Pacific Coast terminal and seaport city of the Canadian Northern Railway and Steamship System, were given to the public through the daily press. These, together with the determination of Mackenzie & Mann, builders of the C. N. R., to make PORT MANN a great terminal, shipping and industrial city, make its destiny manifest, and suggest an early increase of the official opening prices of the Official Townsite of PORT MANN.

We are, as you know by referring to our previous monthly official announcements, the authorized agents of the Official Townsite. We are prepared to choose for you the best property now available in the Official Townsite, subject to your approval and confirmation after investigation—else you get your money back, every dollar, so it is to our advantage to choose for you what in our judgment is the very best buy in PORT MANN. The official prices range from $400 to $8,000 per lot. Official C. N. R. terms, one-fourth cash, balance in five semi-annual payments, two and one-half years.

Act now—that is our advice. Save time by forwarding draft to ADAMS & EGAN through the Bank of Vancouver.

THIS is the TIME to ACT on PORT MANN. You've read all about it every day for THREE MONTHS—IT'S TRUE!

Port Mann Townsite Sales Co.

(Adams & Egan)

160 Hastings Street West VANCOUVER, B. C.

PORT MANN—Industries

—two words that are synonymous. You can't think of the new Canadian Northern terminus without picturing a city humming with activity—a city of mills, elevators, shipping, great railway shops and allied industries.

The great $2,500,000 steel industry recently mentioned in the daily papers is only one of many. In its industries Port Mann has the foundation for a great city.

You can get inside property today at from $400 to $8,000 per lot—and it is only for today, as the history of Vancouver and other great cities show.

WRITE TODAY—OR CALL IF POSSIBLE

Pacific Properties Limited

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FRUIT LANDS

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Situated seventeen miles south of Kamloops in a PROVEN fruit-growing district.
Enjoy a delightful and healthful CLIMATE, a rich, fertile fruit SOIL, an abundance of pure WATER, excellent TRANSPORTATION FACILITIES, fine ROADS, good MARKETS at high prices, and are suburban to an important city.
LAKEVIEW GARDENS are CLEARED and READY TO PLANT, and can be purchased in blocks of ten acres and upwards, on EXCEPTIONALLY EASY TERMS at

$125 to $200 PER ACRE INCLUDING WATER

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Royal Nurseries & Floral Co. Limited

Best Equipped Nurseries in British Columbia

Call at our Nurseries and see our choice Shrubs of good growth, in splendid condition.

See our Rose stock, now in bloom, and make your selection from 20,000 rose trees of more than 100 varieties.

Decorations for banquets, weddings, etc., at shortest notice.

Cut Flowers, Wreaths, Emblems.

A visit to Royal on B. C. Electric (Eburne Line) will delight you.

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VANCOUVER, B.C.

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The Hub City of the

Peace River District

Waterfront and railway lots, Main Street business property sold on easy payments. No interest or taxes.

3 Railways Under Construction 3

Deep Water Harbor

Developed and undeveloped land in tracts of ten sections to 65,000 acres, in price $7.50 to $20 per acre.

TEN YEARS TO PAY FOR IT

We locate homesteads for you in British Columbia and Alberta, and the Peace River District.

WRITE FOR BOOKLET—THEY ARE FREE

Peace River Information Bureau
WILBUR & STAHL, *Managers*
519 Main Street VANCOUVER, B.C.

"STRATHGORDON"

ON THE SUNNY SOUTHERN SLOPE

WEST VANCOUVER

WE are selling lots in this desirable residential suburb for $300 up, on terms of $30 cash and $15 monthly, or on any other reasonable terms to suit you.

We conscientiously believe that the buying of "Strathgordon" lots is the best possible opportunity which will ever be afforded of buying desirable west-end residential view property at initial prices.

In the course of a very few years all private houses will be crowded out of the district at present known as the "West End," which will be a solid apartment-block section. It is the opinion of all far-seeing investors that the residents of the present West End will then flock to West Vancouver, which is the finest view property adjacent to Vancouver, and has a southern aspect with almost perpetual sunshine, and which with the improved ferry service which is now a certainty, and with a tunnel under Stanley Park and the First Narrows, which is a decided probability, will then be accessible within fifteen minutes from the centre of Vancouver City—the same length of time as English Bay is now.

View Lots
$300
Up
Easy Terms

By-laws Passed by West Vancouver Council June 1st:

New Ferries	$30,000
Roads - -	$75,000
Schools -	$25,000

Homesites are being sold every day to well-to-do people. Watch the numbers crowding the ferries—they were deserted last year. Don't you suppose there is a good reason for this?

A unique feature in purchasing "Strathgordon" lots is the fact that you buy direct from the owners. We own the whole property, and you therefore save agents' commissions by dealing direct with us. That is one of the reasons which enables us to place our lots on the market at such a low price.

We find the rush of business so great that we have established a branch office at West Vancouver.

Call, write, or phone for full particulars.

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FRANK W. TAYLOR, Local Manager

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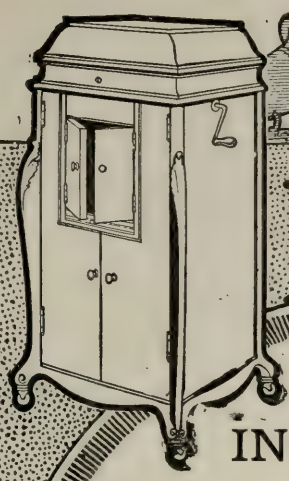
with branches at New Westminster and Prince Rupert



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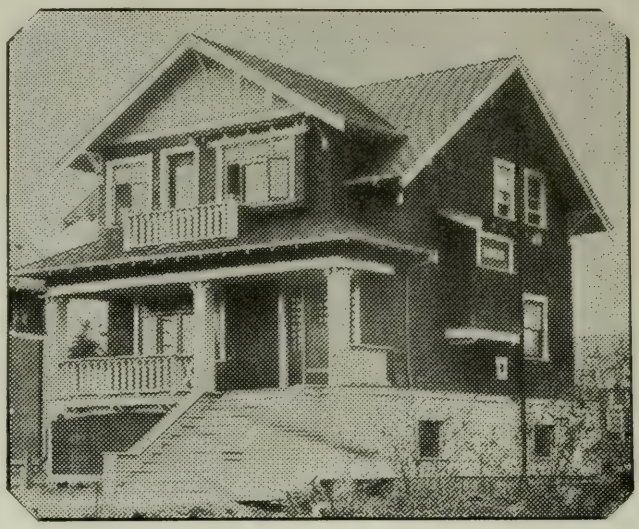

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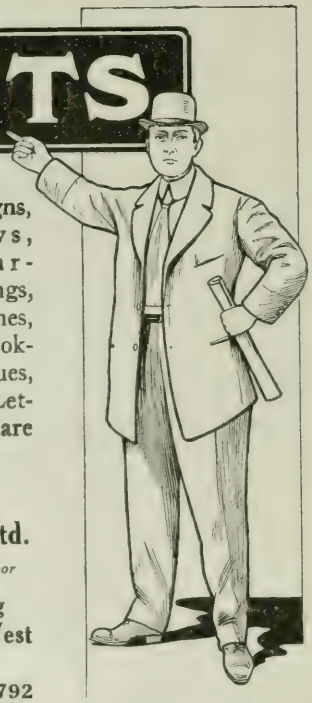

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Please send me particulars of your five-acre farms.

Name .....

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You want quiet waters swarming with fish and alive with waterfowl.

You want forests with herds of game.

You want mountains to climb, new country to explore.

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You want fertile soil, a comfortable home-site, and the best of social surroundings.

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has the best prospects today of any town in British Columbia.

$200.00 handles a cleared lot, ready to build on, right in the city. Sidewalks, water, light, etc., laid on.

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SWEDISH PINE NEEDLE PLASTER CO.
740 Temple Court - - - - - MINNEAPOLIS, MINN.

Vancouver

The World's Most Progressive City

is continually establishing new records in substantial and rapid growth, and the rate of increase along all lines of activity which one month is considered phenomenal is being eclipsed in the month following.

The building permits issued in Vancouver during the month of April, 1912, numbered 352, with a total value of $1,632,805, which, compared with the record of April a year ago of 286 permits with a value of $1,186,320, shows an increase of 66 in number of permits issued, and in value $446,485. The value of permits issued during April is approximately $200,000 greater than those of March, 1912.

The number of permits taken out for dwelling-houses continues to lead over every other class of building, though in total value they are exceeded by the permits issued for apartment and rooming-houses, there being 246 permits with a value of $439,450 for the former, and 30 permits with a value of $556,200 for the latter class of building.

PERMITS ISSUED FOR APRIL, 1912

	Number	Value
Repairs and alterations	32	$ 22,460
Dwelling-houses	246	439,450
Apartment and rooming-houses	30	556,200
Factories and warehouses	19	97,850
Offices and store buildings ...	25	516,845
	352	$1,632,805

The value of the permits for the first four months of 1912 is still slightly under that of same period in 1911. This is accounted for by the fact that a great many permits for large office buildings were taken out before the bylaw limiting the height of buildings to ten storeys came into force early last year, which had the effect of unduly swelling the permits for the first few months of the year. During the present year the building will be spread more evenly over the whole year, and from all indications the number of buildings erected during the present year will greatly exceed those for 1911.

The customs receipts for the month of April, 1912, have exceeded all previous records, the collections for the month totalling $807,951.67. This amount exceeds that of February last by $87,102.25, which up until now was the record for the amount of business passing through the office. This large increase in the customs returns is not caused by any one commodity, but is along general lines.

For the first four months of 1912 the increase in revenue over that of 1911 amounts to $723,399. The figures for the first four months of the last two years are as follows:

	1911	1912
January	$ 359,662.38	$ 517,637.39
February	493,964.38	730,839.42
March	571,141.47	652,639.14
April	571,009.47	807,951.67
	$1,995,677.96	$2,709,067.62

The Vancouver bank clearings are still continuing to show a very satisfactory increase from month to month, the clearings for April, 1912, amounting to $52,324,013, which is the highest amount for any one month this year, and shows an increase of $10,946,257 over the same month a year ago, a gain of nearly 25 per cent.

The clearings for the month just closed are with one exception the highest in the history of the Vancouver clearing-house. The only time this total was exceeded was in November, 1911, when the clearings were unusually large owing to the heavy holiday business.

For the month of April the receipts at the Land Registry Office at Vancouver amount to $27,518.68, and for the same month last year $23,892.85, an increase of $3,625.83, or over 15 per cent. The month just closed establishes the record of the largest average daily receipts, for though March of the present year, with a total of $27,650.57, is slightly larger, still as April had three working days less than March the daily average is considerably higher.

One of the evidences of the rapidity with which Vancouver is growing is the large amount of construction now under way on the city's streets. In this connection the City Council awarded this month contracts for permanent pavements to the amount of $1,000,000.

Let us send you particulars of the wonderful possibilities of Vancouver and British Columbia. Write Department C.

PROGRESS CLUB

633 Granville Street — Vancouver, B. C.

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The above illustration gives you a fair idea of some of the work we do month in and month out—delivered on scheduled time, at a reasonable price.

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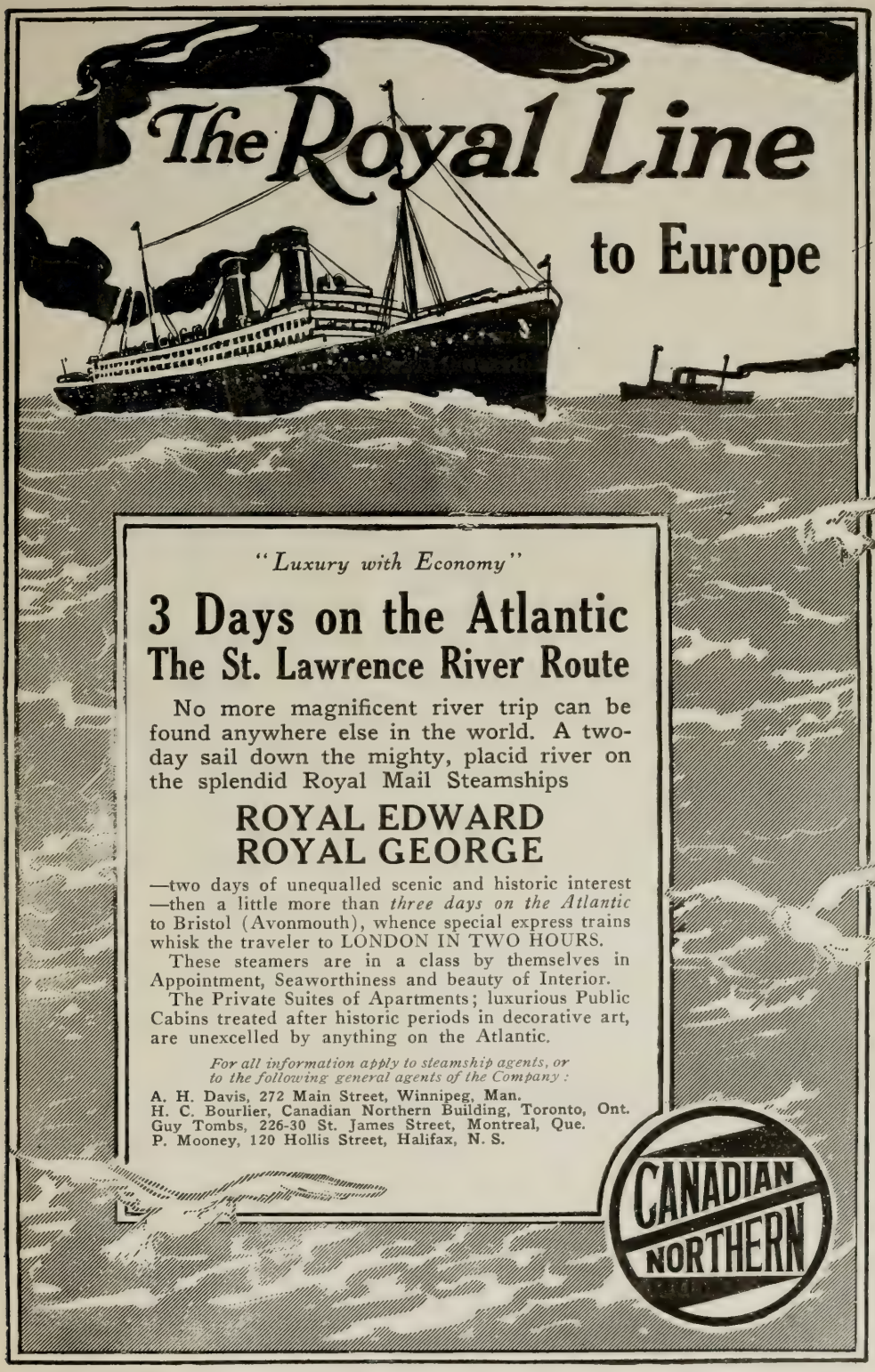
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3 Days on the Atlantic
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No more magnificent river trip can be found anywhere else in the world. A two-day sail down the mighty, placid river on the splendid Royal Mail Steamships
ROYAL EDWARD
ROYAL GEORGE
—two days of unequalled scenic and historic interest —then a little more than three days on the Atlantic to Bristol (Avonmouth), whence special express trains whisk the traveler to LONDON IN TWO HOURS.
These steamers are in a class by themselves in Appointment, Seaworthiness and beauty of Interior.
The Private Suites of Apartments; luxurious Public Cabins treated after historic periods in decorative art, are unexcelled by anything on the Atlantic.
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invigorating cup of coffee out of anything but good coffee any more than you can make a silk dress out of cotton cloth.
Seal Brand
is pure coffee of the highest quality.
PACKED IN ONE AND TWO POUND CANS ONLY
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The
British Columbia
Magazine

has the best Old Country circulation of any magazine in Western Canada. It is being quoted by every newspaper or magazine of importance in Great Britain as an authority on all things pertaining to British Columbia.

It is the BEST ADVERTISING MEDIUM in Western Canada.

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The O-P-C suspensory is made to conserve vitality.

It saves a waste of nerve force and adds it to a man's capacity.

It makes men often twice the men they were.

Athletes wear it. Golfers wear it. Army men in Europe are required to wear suspensories.

But the man who needs it above all is the man who works with his brain.

Write for our book on the O-P-C—the scientific suspensory, famous for twenty years.

Learn how this simple comfort makes one tireless and alert—multiplies one's energy. These are facts which every man should know. Write now.

All Druggists guarantee you satisfaction with an O-P-C. Lisle, 75c—Silk, $1.00

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Suits Everybody

It suits the most exacting French chef. It suits the housewife. It is found in luxurious villas—in camps—in farms—in humble city homes. Everybody uses it; everybody likes it. It is the all-round stove for all the year round. It bakes, broils, roasts and toasts as well as a coal range. It is equipped with a special heating plate, and we sell the New Perfection oven, broiler, toaster, and pancake griddle—each specially designed for use with the

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WICK BLUE FLAME
Oil Cook-stove

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NO HYPODERMIC INJECTIONS

The Neal Internal Treatment cures the periodical, persistent, occasional or moderate drinker, and the nervous man who drinks to keep from becoming more nervous. It takes away all inclination, desire or craving for drink and leaves the patient a new man so far as the effects of alcohol are concerned.

Patients may arrive at any hour of day or night, have meals and treatment in their private room, and have all the comforts of home while taking treatment.

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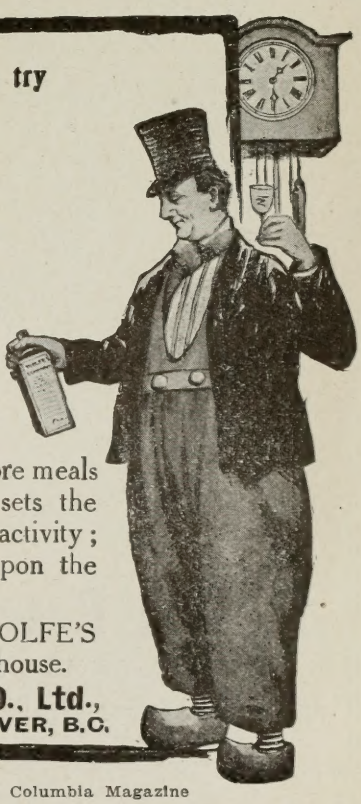

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in the Upper Fraser Valley
Is Your Opportunity Today

FARM LANDS close to the large cities are today high in price. Land in close proximity to the great cities of tomorrow is low in price and offers you all the advantage of quickly increasing in value.

Here Are Some Points:

1. LOCATION: On the Upper Fraser River, on the line of the government-aided railway from Vancouver to Fort George.
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3. MARKETS: At the door, with prices that richly reward the efforts of the farmer.
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6. PRICE: $25 an acre for 40-acre tracts, one, two and three years at 7 per cent. interest. Prices quoted on larger acreage also.

Now is the time for you to secure your holdings before the opportunity to get in at ground floor prices is past.

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Natural Resources Security Co. Limited

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Natural conditions have insured the certainty of Fort Fraser's great future as a city.

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Look ahead five years and think what a lot selling at $200 today will be worth then. Present prices are from $200 up.

Act now, before prices are forced up by further developments.

Call and get our booklet—it will interest you. If you can't call, use the coupon. Make up your mind and do it now.

Dominion Stock and Bond Corporation, Limited

Winch Building - Vancouver, B. C.

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BRITISH COLUMBIA

The Pacific Centre of

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possesses more varied opportunities for the capitalist or man of enterprise.

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is easily accessible and offers a quick sale for the general producer, farmer or fruit-grower in

THE FAMOUS FRASER VALLEY

which contains a population (largely agricultural) of from 60,000 to 75,000 people.

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are now operating, and their steady growth gives ample proof of the commercial and manufacturing advantages possessed by New Westminster. These are particularly noticeable as regards power supply, transportation facilities, deep-water-frontage with wharf sites extending to the ocean, on both sides of the North and South Arms of the Fraser River.

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of New Westminster will provide the largest class of ocean-going vessels with a safe harbor, whilst the permanent jetty, now being built by the Dominion Government at the mouth of the Fraser, will make access easy at all times.

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will be completed within two years to its terminals (opposite New Westminster) at Port Mann.

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This line runs four trains daily to and from New Westminster, up the Fraser Valley for a distance of seventy miles.

FOR MAPS AND DETAILED INFORMATION, WRITE TO

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CITY HALL, NEW WESTMINSTER, B. C.

(See Article on New Westminster in Next Issue)